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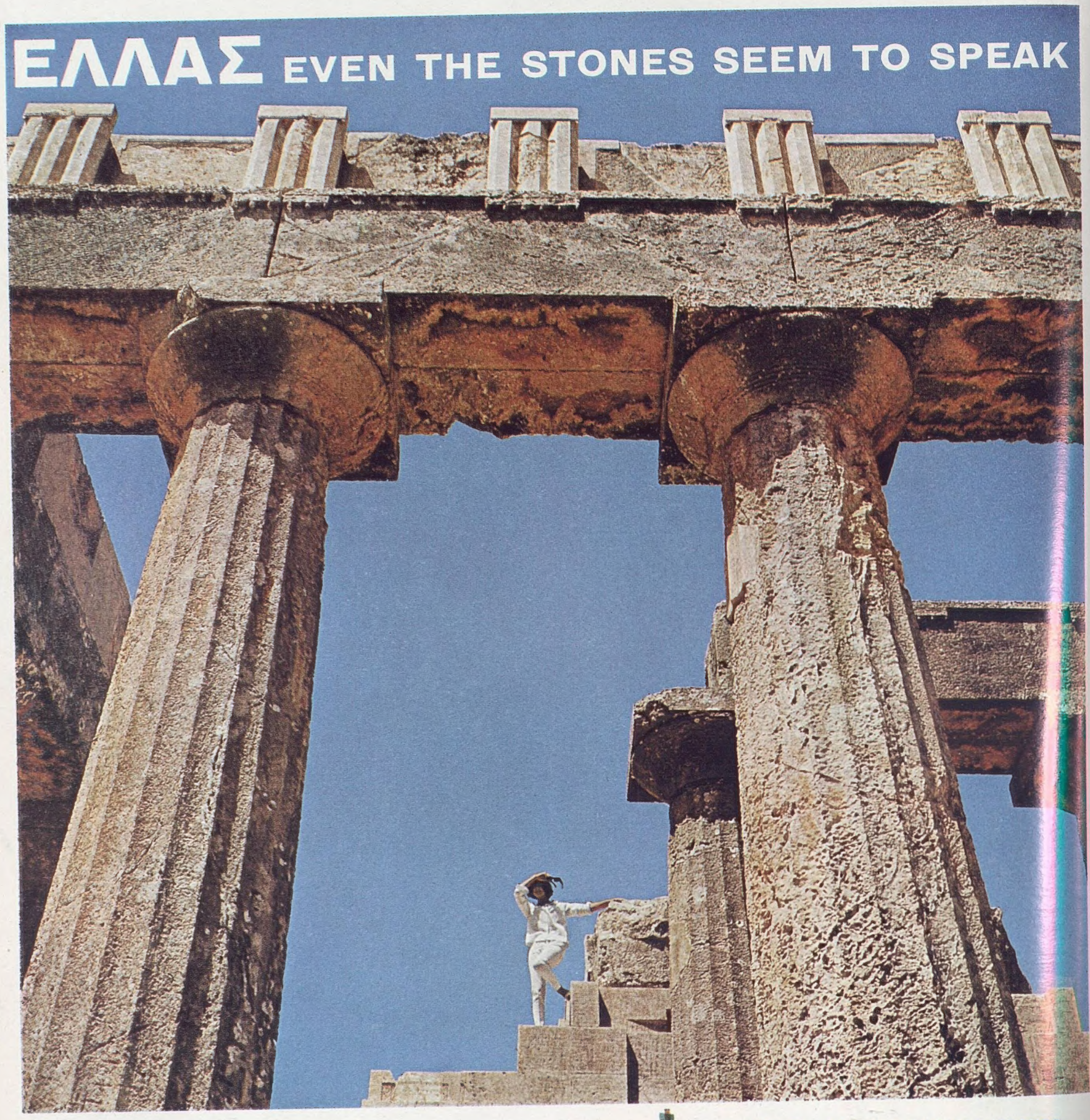

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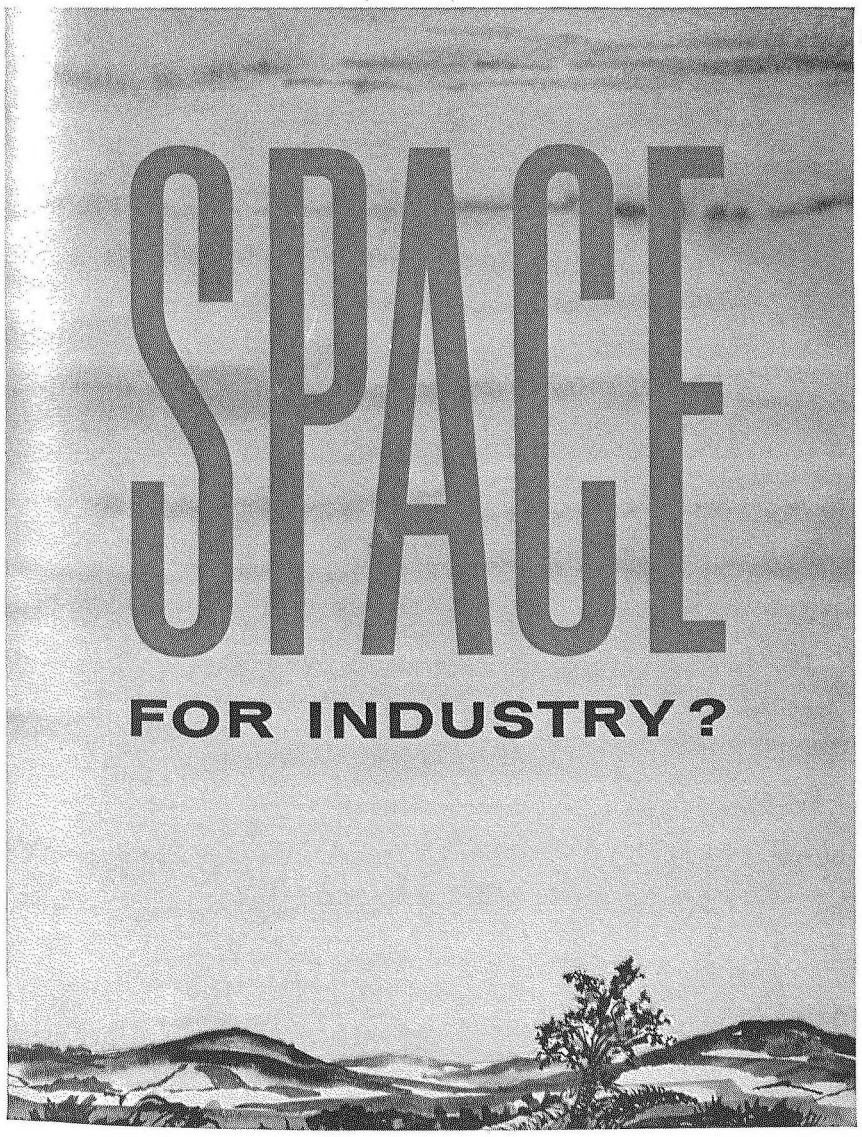

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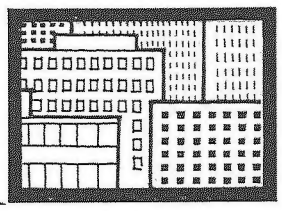

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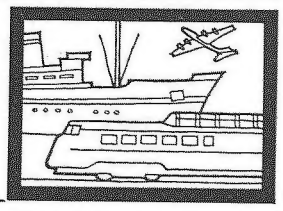

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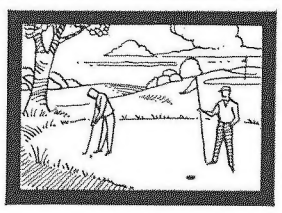

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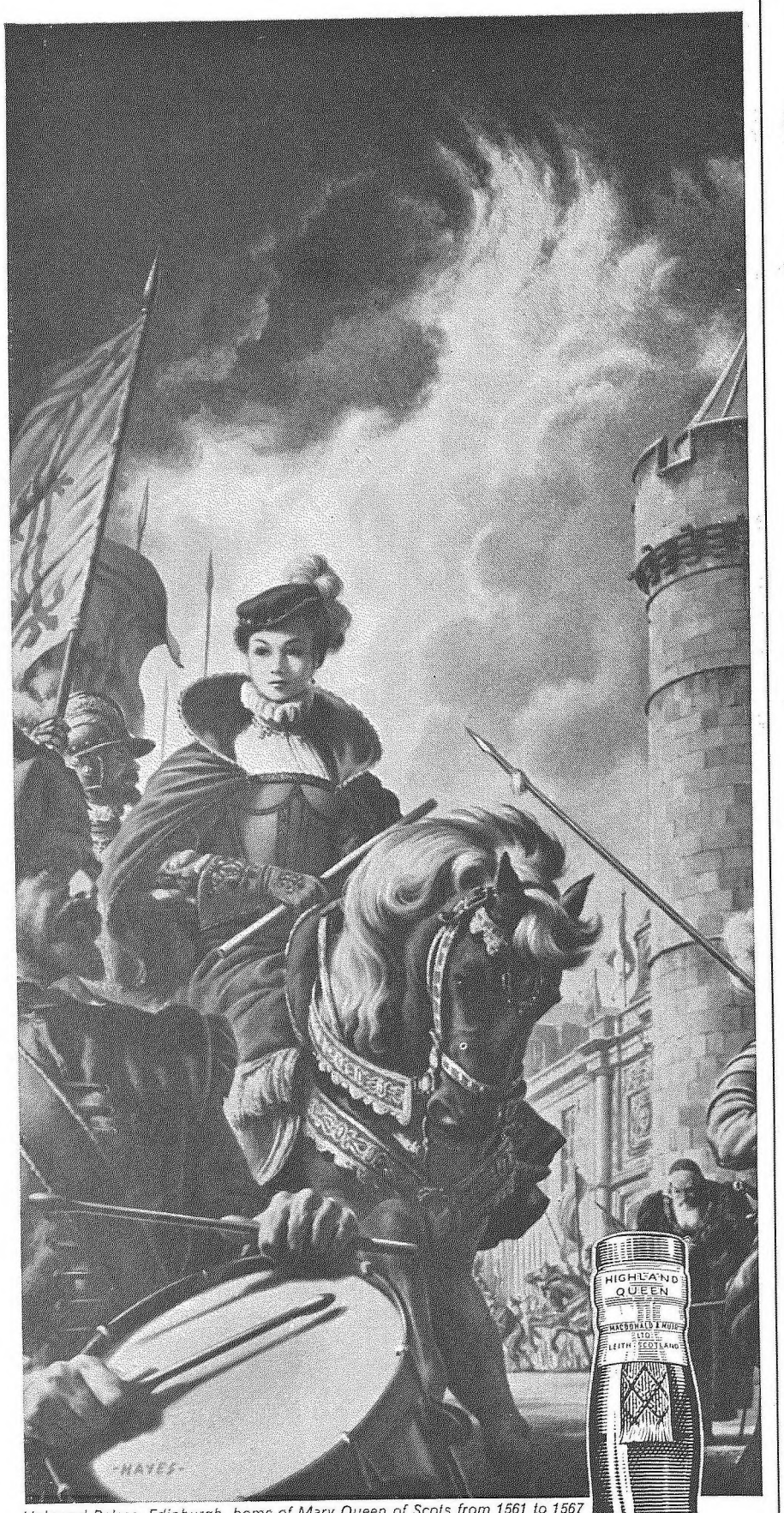

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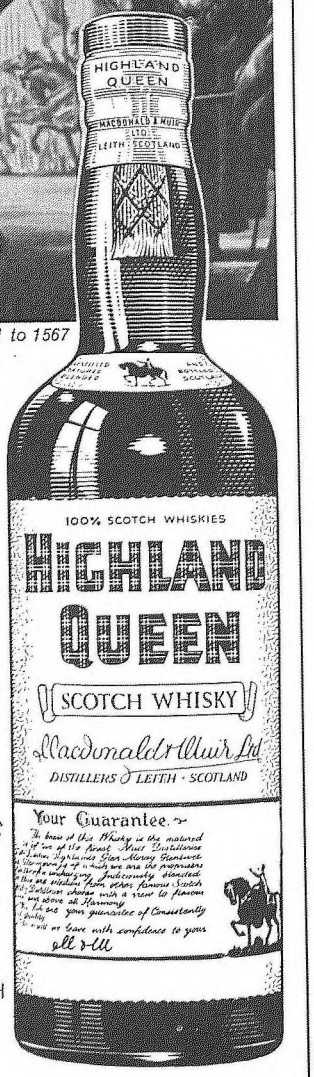

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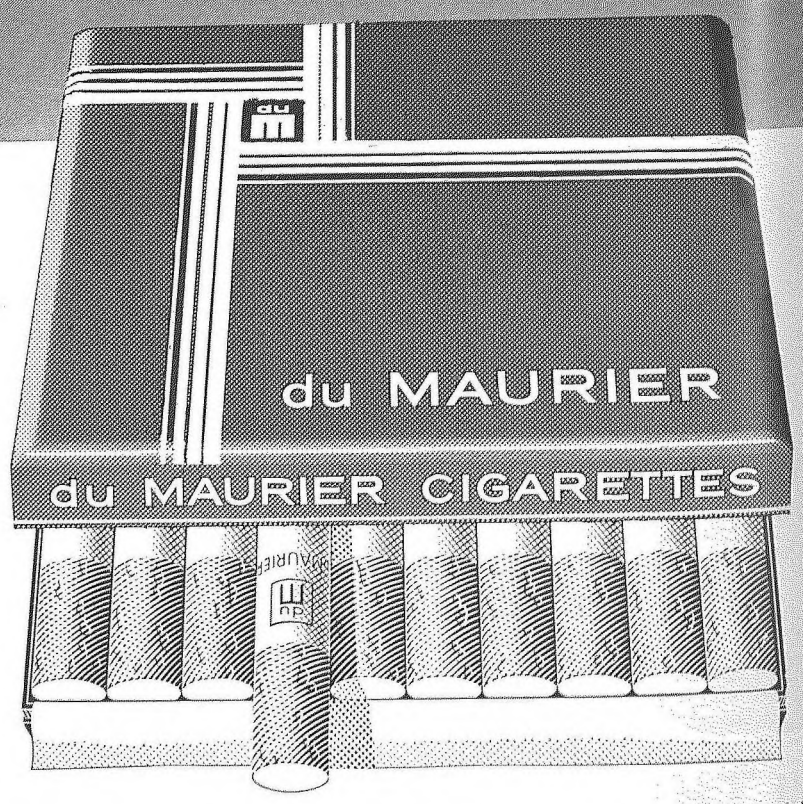

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Volume CCLIII No. 3285 LONDON, May 18, 1963

THE SPHERE

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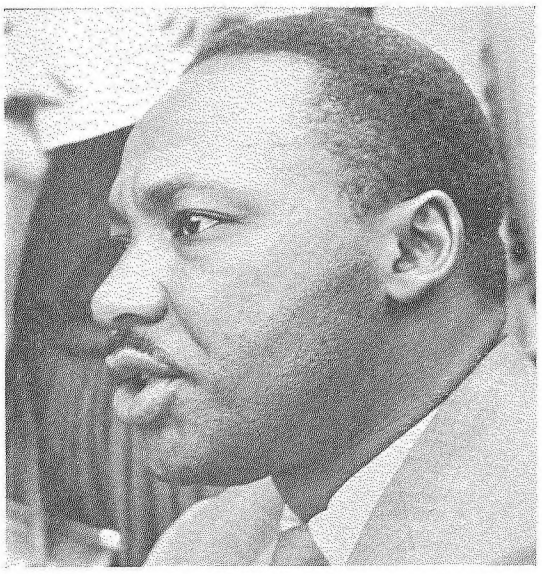
CAMEROON VISITORS

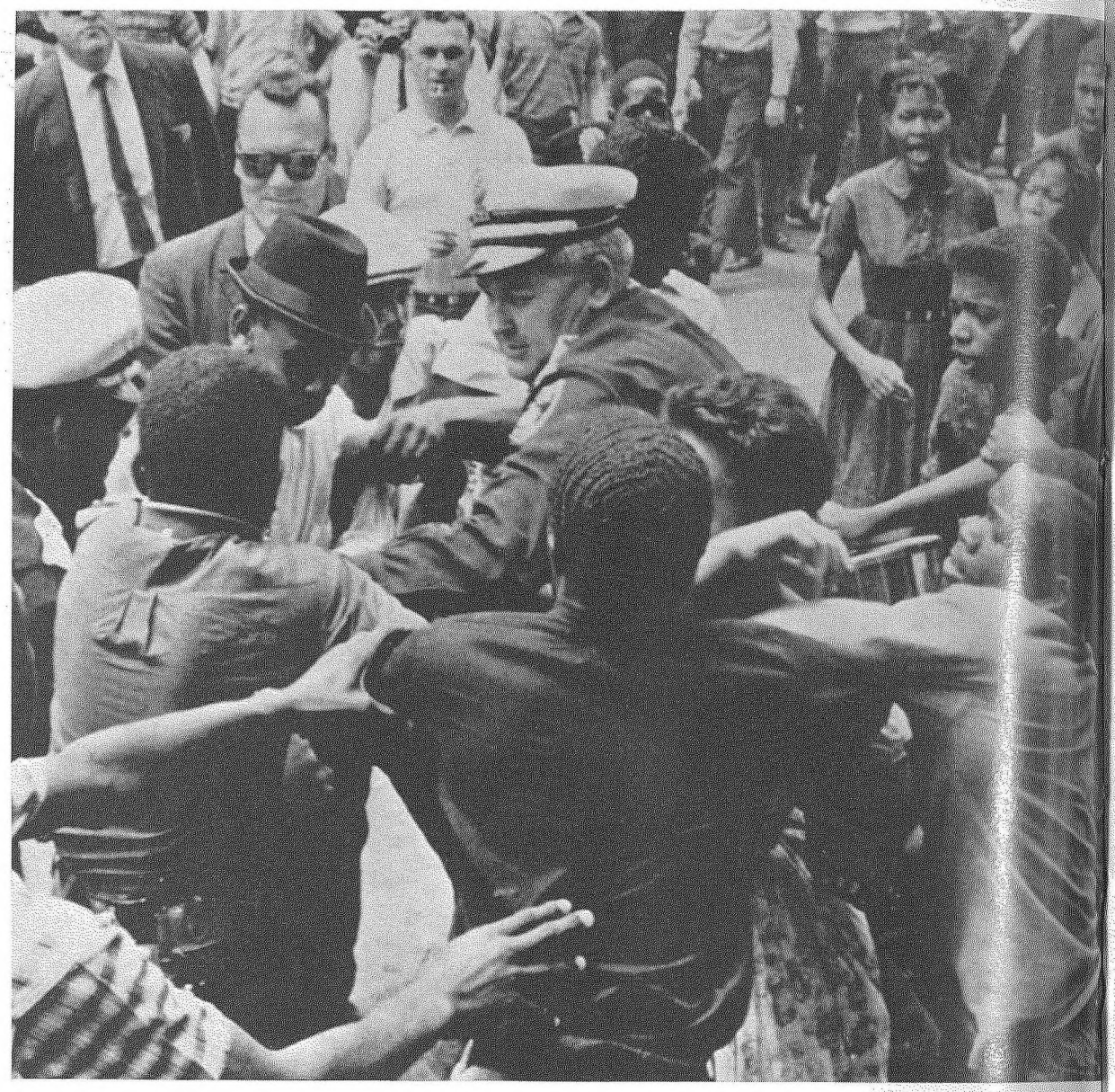
Mr. Ahmadou Ahidjo, President of the Federal Republic of the Cameroon, and his wife are welcomed at Victoria Station by Mr. Macmillan on their arrival for a four-day official visit to Britain. Aged 38, Mr. Ahidjo is one of the world's youngest Presidents. Mrs. Ahidjo, once a nurse, included a visit to St. Bartholomew's Hospital among her engagements in London. The Cameroon Republic achieved full independence in 1960.

RACIAL BATTLEGROUND

250 In Washington last Sunday, President Kennedy ordered Federal troops to the area of Birmingham, Alabama, and took preliminary steps to call out the National Guard. All last week he and his brother, Mr. Robert Kennedy, the Attorney-General, had not intervened in the rioting in this key city in the American negroes' fight for racial equality. And last weekend it looked as if the negro leaders had won a substantial victory after negotiations with white business leaders, with the agreed abolition of segregation in stores, restaurants and public facilities. But then bombs destroyed the home of the Rev. A. D. King, brother of Dr. Martin Luther King. Angry crowds also set fire to a negro residential area and thousands of negroes gathered to stone police and white people in the streets. It was after this outbreak of rioting that President Kennedy took steps to intervene.

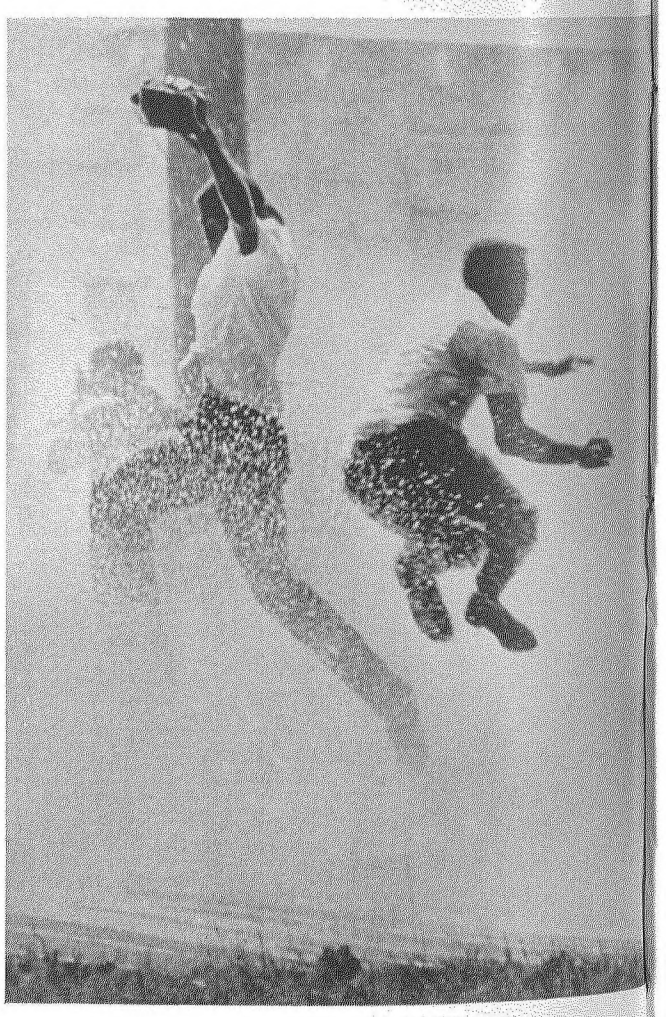


Leader of negro integration: Dr. Martin Luther King, who is perhaps the most highly respected of negro leaders, all last week in Birmingham, Alabama, negotiated for the rights of his people and at the same time urged his followers repeatedly to restrain from violence



Demonstrations in the Deep South: at the same time as the bitter battle was taking place in Birmingham there were days of sit-down demonstrations in Nashville, Tennessee. Above right are police in the city breaking up a band of young negroes who had linked arms in order to block the entrance to an all-white restaurant

In Birmingham: most of the negro demonstrations were non-violent, with large crowds of passive people singing and praying in the streets. A young woman (right) kneels in prayer outside the city's traffic engineering building. But as fighting broke out between whites and negroes, Birmingham's police moved in with fire hoses and police dogs. Far right are two negro youths leaping high in the air as they try to avoid a high-pressure jet of water



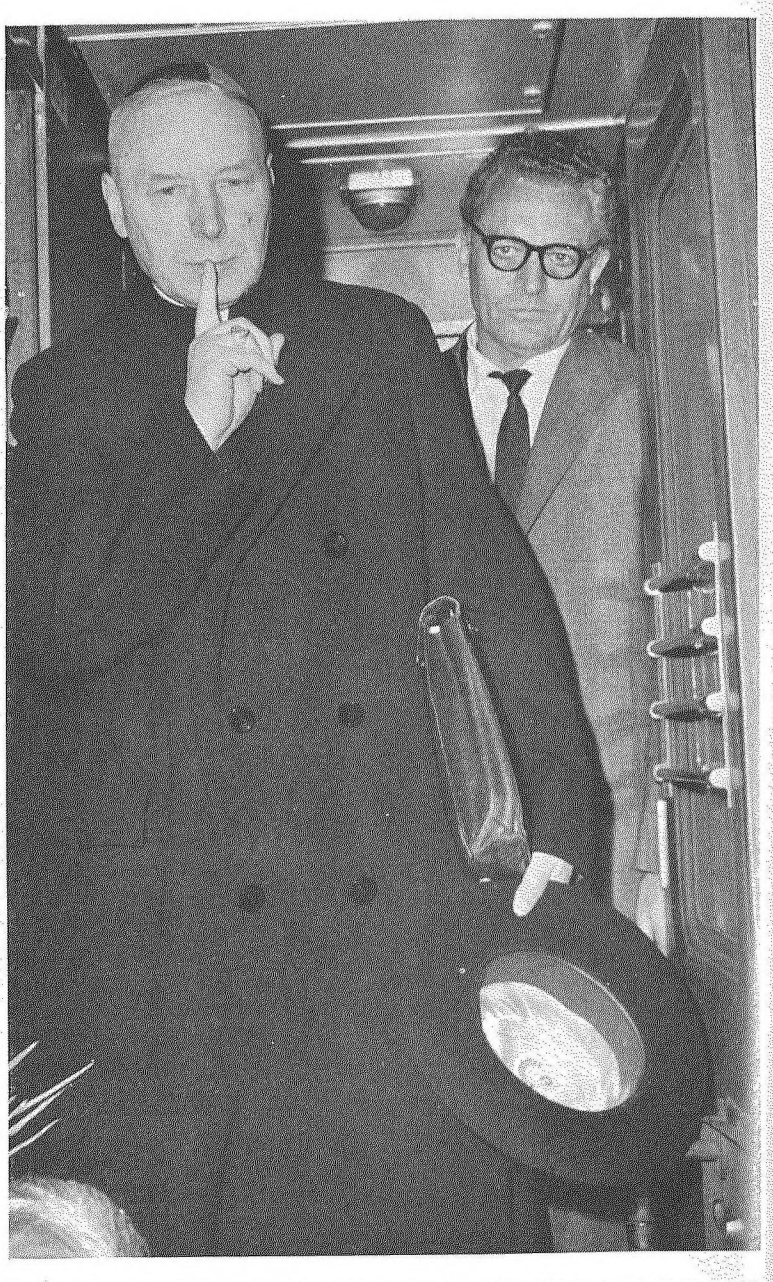
Singing and praying: the bars of a waiting police wagon frame part of a crowd of negroes, estimated at 2,000, as they gather before they attempt to march on Birmingham's city jail

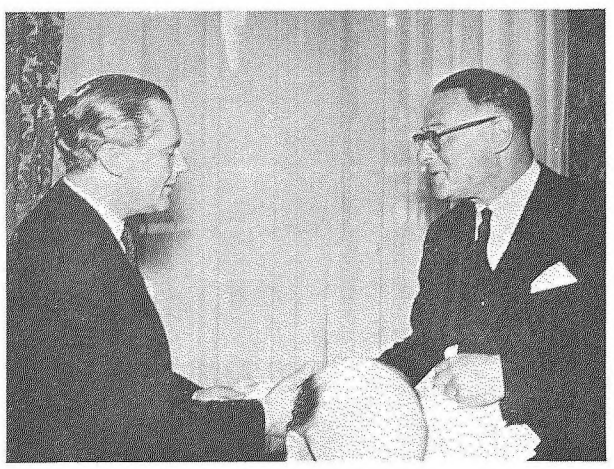
Riot police in action: a steel-helmeted policeman watches as a high-pressure hose is turned on a negro leader on the other side of the street

THE NEWS IN PICTURES

252

The Primate of Poland in Rome: Cardinal Wyszynski seems to make a gesture of "sealed lips" as he arrives for a two-week visit to the Vatican. It was believed he would be having discussions with the Pope regarding relations between the Roman Church and Communism in eastern Europe. **Below:** A recruit to the Swiss Guard is sworn in in the traditional ceremony in a courtyard in the Vatican





£1,000 for Playing Fields Association: Lord Rupert Nevill receives a cheque for £1,000 for the National Playing Fields Association from Mr. H. Benedictus, Chairman of Lillywhites. This sum represented part of the proceeds of a cricket match played in the grounds of Arundel Castle between the Lillywhites Centenary XI and the Lord's Taverners on May 5

The Rail Strike Threat Cancelled: Mr. Sidney Greene, the General Secretary of the National Union of Railwaymen (right), leaves the Railway Board headquarters, London, after talks with Dr. Beeching. At the end of last week the N.U.R. executive committee said it was calling off its rail strike, threatened for this week, and would begin negotiations with Dr. Beeching on better conditions for its displaced members

THE NEWS IN PICTURES

Crisis in San Domingo: On the divided Caribbean island, a soldier of the Dominican Republic (foreground) faces Haitian soldiers across the 10-foot strip of frontier. Last week the crisis between the two countries simmered gently. The Dominican President, Senor Bosch, placed a large part of his armed forces along the frontier ready, he said, to invade Haiti, unless President Duvalier allowed the release of Haitian political refugees lodged in the Dominican Embassy in Port-au-Prince. In the Haitian capital the search by Duvalier's police for political opponents went on. **Below:** Haitian troops guard President Duvalier's grandiose Palace. In view of the deteriorating position, the U.S. flew most American citizens out of Port-au-Prince. However, when the crisis was debated in the U.N. Security Council, the Haitian representative claimed that 93 people had been granted safe conduct from embassies in Port-au-Prince and that the Organisation of American States would find a peaceful solution

Admiral Mountbatten in India: Garlanded with flowers, Admiral Lord Mountbatten, Chief of the British Defence Staff, arrives in New Delhi for talks on British defence aid for India. Mr. Nehru, the Indian Prime Minister, is on his right, the Indian Vice-President, Mr. Zakir Husain, on his other side. It was understood that British and American military aid would no longer be conditional on a settlement of the Kashmir dispute with Pakistan. Five rounds of talks have produced no result

Take-over in West Irian: Mr. E. J. Bonay is sworn-in as Governor of West Irian at Kota Baru. Under the agreement of last August which ended the long dispute between the Netherlands and Indonesia over West Irian, the U.N. took over the administration until May 1 this year. From then Indonesia took control

Presidents of the Congo Get together: In Brazzaville, the two Presidents of neighbouring Congolese Republics watch a military parade. Left is President Kasavubu of the Congolese Republic (formerly Belgian) visiting, right, President Fulbert Youlou of the Republic of Congo (formerly French). Meanwhile, last week, in President Kasavubu's Congo, General Mobutu, his Army Commander, was quelling a police revolt

NEWS SUMMARY

The U.N. financial crisis; tariff reductions among the Seven; Labour gains at local elections in Britain

INTERNATIONAL

The U.N. General Assembly is meeting in special session in New York this week to discuss the organisation's grave financial situation. Altogether $112 million is owed to the U.N. Forty-three states between them owe $12 million to the regular budget; 54 are responsible for a deficit of $27 million special fund for UNEF on the border of Israel and Egypt; 68 are a total of $73 million in arrears on the special Congo costs.

The U.N. Charter lays down that a member which is in arrears on the regular budget for more than two years can lose its vote in the Assembly. Nine members could be subjected to this penalty. Last year the World Court ruled that member states were just as liable to pay their share of funds for special operations as they were to subscribe to the regular budget, but several states, notably the Soviet Union, refuse to recognise this. Recently the $200 million U.N. bond issue has been introduced as an interim measure to keep the special operations going. But the Assembly has now to decide what is to be done when these funds run out.

At Lisbon last week the European Free Trade Association (the U.K., Denmark, Norway, Sweden, Austria, Switzerland and Portugal) decided to abolish all industrial tariffs between them within the next three years. Delegates also discussed attitudes to be taken in Geneva next week at the start of the "Kennedy round" in the General Agreement on Tariffs and Trade Meeting which will be asked to consider world-wide tariff reductions.

Both sides in the dispute over tourist class fares on the trans-Atlantic and trans-Pacific air routes spent last weekend making threatening gestures. The dispute is over what is in effect a five per cent. increase in tourist class fares on these routes, agreed at a meeting in Chandler, Arizona, of the International Air Transport Association. Earlier this year, the U.S. Civil Aeronautics Board objected to the increase as being contrary to the public interest and as penalising the big U.S. international carriers. An inter-Governmental meeting, held in London in April, broke up without agreement. From last Sunday, BOAC and other European airlines started charging the new rate, while the U.S. and Canada continued at the old rate. Legally, the CAB cannot force the U.S. or any other airline to charge any specific fare on international routes, whereas Britain (and Canada) can. By last weekend, the dispute was no longer on a commercial but on a political level. It was likely that a further inter-Governmental conference would be called.

GREAT BRITAIN

Last week all politicians' eyes were turned on the local elections in England and Wales. It was evident from the results, with only a few to come in, that Labour had done as well as they hoped. According to Mr. Len Williams, General Secretary of the Labour Party, they had a net gain over the week of 873 seats. The Conservative Party headquarters issued figures showing that the Tories had a net loss of 587; Independents, a net loss of 30; and the Liberals a net gain of 80. Local elections are notoriously difficult to interpret, but it was taken that (1) there would be no early General Election; (2) Labour was still gaining strength, particularly with the calling off of the rail strike (see p. 000); and (3) that the Liberal advance had slowed, although in a bitter fight, they increased their seats held in Orpington, where they retain control of the council.

Mr. Greville Wynne during his trial on charges of alleged espionage in Moscow

SOVIET UNION

It was understood early this week that Mr. Greville Wynne, the British businessman sentenced to eight years' imprisonment for espionage, was considering an appeal to the Presidium of the Supreme Soviet for a reduction of the sentence. It was not known whether Oleg Penkovsky, the Russian charged with him and sentenced to death, was also considering an appeal. If Mr. Wynne serves his full term, he would spend three years in a prison and the remaining five in a "severe" labour colony.

Among latest moves in the Sino-Soviet ideological dispute is the announcement that the Chinese have agreed to send a delegation to Moscow to discuss ideological questions. The talks should begin in the middle of June.

MIDDLE EAST

The Prime Ministers of both Syria and Iraq resigned last week. In Syria, where there is no President, the Baathist Salah al-Din Bitar presented his resignation to the army-controlled Revolutionary Council. Chosen to form a government in his place was a neutralist, ex-Baathist Dr. Sami el Jundi. In Iraq, President Arif accepted General Bakr's resignation as Prime Minister and promptly asked him to form another government. Cairo's reaction to these changes appeared calm.

KENYA

There were incidents of violence in the election campaign during the weekend. Some KADU party members were stabbed when they clashed with KANU supporters at Kitale in the Rift Valley region. A more serious incident occurred at Kangundo, the home of Mr. Paul Ngei, the APP leader. Fourteen were injured when Kamba tribesmen ambushed KANU supporters on their way to a meeting. European cars were not touched. Mr. Jomo Kenyatta did not arrive at the meeting; he was reported to be suffering from mild enteritis. (See also The Voice of the Commonwealth, p. 262.)

ARGENTINA

Reports from Buenos Aires last Monday showed that the Government was in the middle of another crisis over the perennial conflict between civilian and military members. This was provoked by a memorandum to the Armed Forces by General Rauch, Minister of the Interior, in which he criticised the Minister of Economy, Dr. Mendez Delfino, and asked for the resignation of four members of the Cabinet. All the civilian members then resigned en masse, followed by the three Service ministers. It was understood that the manoeuvring was aimed at achieving a new interim government, pending new elections on July 7. General Rauch was publicly supported by General Juan Carlos Ongania, who was reponsible for putting down last month's abortive uprising.

MALAYA

A warning to the hereditary State rulers in Malaya against meddling in politics was given during the weekend by Tunku Abdul Rahman, the Prime Minister of the Federation of Malaya. The Tunku said the rulers should remain apart from controversy in "traditions of a democratic monarchy exemplified by the royal familes of Britain and Thailand".

The Malayan Federation consists of eleven states, nine of which have hereditary rulers and two governers holding office by appointment. There is a Supreme Head of the federal state (The Yang di-Pertuan Agong). Constitutionally the main organ of government is the bi-cameral federal parliament.

BUSY DAYS FOR THE ROYAL FAMILY

. Queen examines the view from the balcony on the roof of the new New Zealand House in London. Below is Trafalgar Square with the river beyond

Princess Margaret inspects a Lightning at RAF Coltishall

The French Chamber of Commerce

An important Commonwealth occasion in London last week was the opening by the Queen of the new New Zealand House in Haymarket. On the evening of the same day the Duke of Edinburgh attended the annual dinner of the French Chamber of Commerce. Afterwards he joined the Queen to travel overnight to tour Monmouthshire and Brecknockshire. Other Royal engagements included the presence of the Princess Royal at the Red Cross Annual Service at St. Paul's Cathedral and a visit by Princess Margaret to Coltishall RAF station in Norfolk

The Princess Royal with the Lord Mayor at St. Paul's

The Queen watches a training display of the Welsh Brigade at Cwrt-y-Gollen

JOHN CONNELL

NEW TENSIONS IN THE MIDDLE EAST

256 Tardily and with great reluctance the Atlantic Powers—as it is now fashionable to describe them—have begun to admit that a major Middle Eastern crisis has developed, and that President Nasser's soaring ambitions are once again becoming a menace to their interests, a challenge to the peace of the area and possibly to the peace of the whole world. There is even less comfort in the realisation of these facts than there was, earlier in Nasser's career, in the crises of 1956 and of 1958. The blame cannot be offloaded onto the wicked Soviet Union. The United States to a very considerable degree, and Britain to a limited degree, must bear the responsibility for propping up Nasser politically and for giving him a great deal of economic and military aid, on the grounds—specious at the best of times—that only thus can he be saved from seduction into the Communist camp.

Since 1954 the United States alone has provided Egypt with $580 million; and last year Washington's hand-out to Cairo (whose demands are insatiable and incessant) totalled $224 million, compared with some $82 million allocated to Israel, which Egypt and her satellites in the United Arab Republic, Syria and Iraq, are specifically pledged to destroy. At some levels in the State Department, as in the Foreign Office, there are without doubt several officials of high rank who are still eager to see Israel removed (painlessly if possible) from the international scene. Their condonation of Nasser's openly and constantly expressed aim is now as pregnant with perilous consequences as it has been at any previous moment in this protracted, undignified and futile courtship.

Nasser's welcome in Algiers

On Tuesday, April 30, a large, gleaming white yacht put out from Alexandria Harbour, to the thunderous roar of a 21-gun salute. President Nasser was about to make his first trip abroad since 1961—a State visit to Algeria. He had a good deal of reason to congratulate himself: his re-establishment of the United Arab Republic, with Iraq absorbed in it as well as Syria, had been taken with remarkable calmness by the Powers; his Yemen entanglement was being brought to a satisfactory conclusion; and he was heading for one of those occasions, with abundant exchanges of compliments, mellifluous oratory and rich and complex undertones of intrigue, which are dear to the hearts of all Arab politicians.

The yacht's passage along the Mediterranean littoral, with an impressive naval escort, was leisurely, and it was not until Saturday, May 4, that she sailed into Algiers to a vociferous welcome from a crowd estimated to number about 100,000. Mr. Ben Bella, the Prime Minister of Algeria, greeted President Nasser with a speech that must have warmed the Egyptian dictator's heart. Arab unity was its familiar theme; a union of Algeria, Morocco and Tunisia, he declared, would be a "first step" on the road towards the attainment of that ever-desirable goal; he made gratifying and courteous noises about the revived U.A.R., and he added: "We hope that very soon we shall be within that union. Our brothers in North Africa should understand its meaning." Egypt and her partners, he declared, ought to stay united in order to "beware of Israel, our common enemy."

The celebrations in Algiers were, however, marred by the death in hospital of Mr. Ben Bella's Foreign Minister, Mohammed Khemisti. Mr. Khemisti had been shot at on April 11 and severely wounded in the head; ever since, he had been under the treatment of a team of Algerian, French and Russian brain specialists who in the end were not able to save him. He was 32 years old, intelligent and popular.

Meanwhile the Governments of the United States and Britain were beginning to appreciate some of the consequences of their policy of drift and hand-to-mouth expediency in the Middle East. The threat to Jordan is, in their view, more immediate than to Israel; and Jordan, not for the first time, is thrust into the unenviable and very difficult position of being the linch-pin of Western interests in the Middle East. At the end of April a United States plea to Egypt to stop its radio and other propaganda attacks on King Hussein proved completely ineffectual; Cairo and Bagdad merely stepped up their promptings—couched in the usual exciting and bloodcurdling terms—to the Jordanian people to overthrow "the dwarf," "their puppet, hireling king," "the murderous spy in the pay of the Zionists and the colonialists." A military attaché at the Jordanian Embassy in London decamped suddenly and turned up in Cairo, "seeking political asylum."

King Hussein was compelled to declare a state of emergency throughout Jordan, and close the frontiers in an attempt to stem the tide of Nasserite infiltrators from both Syria and Iraq. The Israel frontier, it is worth remarking, remained quite calm, a fact given added significance by the chance that on April 29 Israel celebrated Independence Day and the fifteenth anniversary of the establishment of the State. It is true that the traditional parade of the Israel Defence Forces which, whenever it is held in Jerusalem, arouses clamorous protests from her Arab neighbours, had been shifted to Haifa, thereby diminishing the chance of any untoward incident.

Israel's self-reliance

But there can be no doubt that the Israel Government are very seriously concerned by the magnitude of their enemies' new build-up. On April 30 the Israeli delegation to the United Nations laid in front of the Security Council the joint declaration issued by Egypt, Syria and Iraq, on the creation of the Federation, and drew attention to the statements in the document that it was "a national duty" to liberate Palestine, and that a joint army command was to be established, "capable of liberating the Arab homeland from the dangers of Zionism." The Israeli delegation claimed that these words signified nothing else than the aim of destroying Israel, that they were incompatible with the obligations of membership of the U.N., and that they constituted "a flagrant violation of the Charter and a direct threat to international peace and security." Having registered this protest the Israelis did not ask for a meeting of the Security Council.

Israel's attitude, while remaining tenaciously self-reliant, has become notably more mature in the face of crisis over the past few years. Mr. Ben-Gurion, in his Independence Day message to the country, stressed the mood of self-reliance and urged that people be prepared to meet whatever may come with the utmost unity, without panic and without complacency. Yet behind this quiet and courageous confidence it is possible to detect a real sense of frustration in Government circles in Israel at the apparent impossibility of communicating to the Western nations more than a transient and minimal awareness of the danger in the trend of Middle Eastern events.

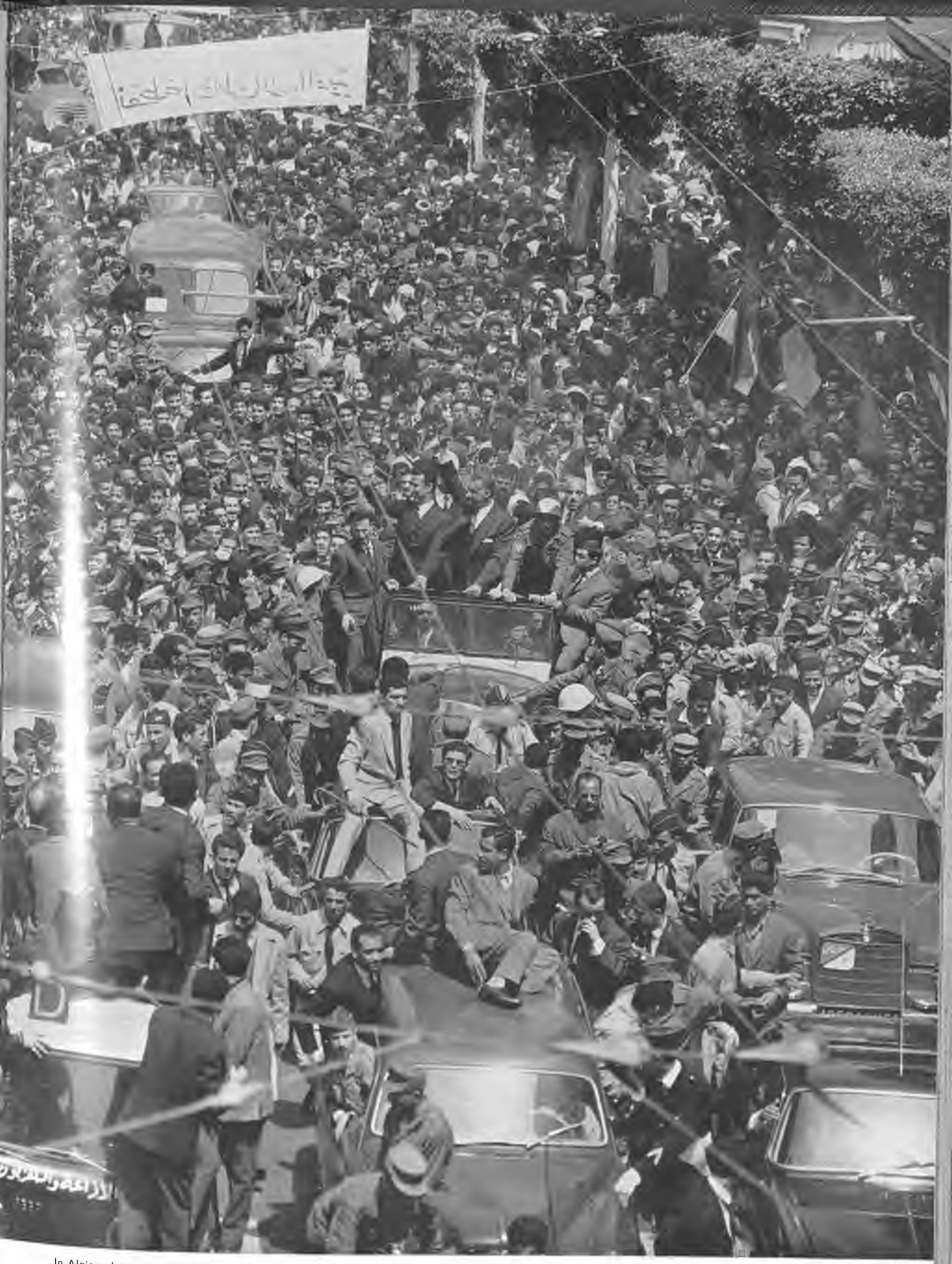
In the House of Commons on April 29, Mr. Patrick Wall, one of the more alert and independent-minded Tory backbenchers, asked what commitments Britain had undertaken to go to the defence of Jordan or Israel if either country were attacked by a foreign power or combination of powers. Mr. Heath, Lord Privy Seal, said with astonishing nonchalance and ineptitude: "The British Government have no treaty commitment with either Jordan or Israel." He had to be prodded hard by members on both sides of the House in order to acknowledge the existence of the 1950 Tripartite Declaration, guaranteeing the frontiers and armistice lines as they were then, and to admit that none of the signatories—Britain, France and the U.S.A.—had retracted from it. He then added: "It was an expression of the views of the three countries which signed it."

Western attitudes to Israel

My only comment on this breathtaking assertion is that it certainly was intended to be far more than "an expression of views" in 1950, and that for 13 years it has been one of Britain's major Middle Eastern commitments. In view of Mr. Heath's aloof and casual attitude towards a crucial statement of policy, it is perhaps not surprising that he ended this somewhat disturbing Parliamentary exchange with the complacent remark: "We have no reason to believe that the Arab States are contemplating an attack on Israel." The truth—unpalatable as it may be—is that, night and day for the past 15 years, the Arab States have constantly contemplated an attack on Israel.

Mr. Heath got by at Westminster practically unscathed. On Capitol Hill in Washington, critics of the Administration were more vocal and more persistent. Senator Javits demanded that the U.S. should stop "dealing even-handedly with friend and foe alike in the Middle East" and should cut off aid to Nasser; and a dozen of his Senatorial colleagues argued that U.S. aid enables Nasser to divert his own resources to his military build-up against Israel. In the House of Representatives, Congressman Seymour Halpern introduced a bill providing for the suspension of American aid to Egypt. The *New York Times* saw all this Congressional activity as "a reflection of widespread uneasiness in the U.S. over Nasser's course."

That uneasiness has now taken a fairly practical form. Two resolutions in the Senate have now been passed, specifically asking the President to intervene. On May 8, Mr. Kennedy reiterated his own determination to take action to prevent aggression by any power in the Middle East, either independently or in support of U.N. measures. It would be helpful, perhaps, if the Prime Minister or Lord Home supported this declaration.



In Algiers, huge crowds surround the car carrying the Algerian Premier, Mr. Ben Bella, and President Nasser of the UAR, during the latter's State visit

A LONDON NEWSLETTER

13-15 John Adam Street, London, W.C.2.

258 **Party at Chequers**

I doubt whether Mr. Wilson and the Socialist Machine were justified in saying that Mr. Macmillan's house party at Chequers was a cloak for preparing for a General Election this autumn, though a peep into the 1970s might well suggest that the Tories anticipate being once more in office in 1969. But, "to make assurance doubly sure," Mr. Macmillan should not in my view go the country until the very last possible date in the life of this administration. The Premier is confident that the tide has turned and that the spate of criticism of the failures of his régime has fallen. But it is still too soon for flinging the Tory hat in the air. The Chancellor's pump-priming has still to be proved a steady flow. Old pumps are often primed to produce a hopeful flow of clean, new water, only to clog up with sludge again. And there are all too many Cabinet Ministers who have yet to overcome bitter criticisms from very strong interests. Wiser, surely, to wait until some of them have proved their policies and decisions to be on the right lines, to wait until the Beeching report has been accepted as less tyrannical and drastic to railwaymen and the threatened areas and towns, to wait and see if the booms in the City are damp squibs or a powered rocket, to wait till the farmers have had second thoughts about opposing Tory candidates, to wait until the TUC is a little less determined to oppose blindly any incomes policy and any effort to secure peace and reasonable productivity in industry, above all to wait and see if, before Mr. Khrushchev sheds some of his burden, one at least of the evergreen international problems which have remained insoluble for 20 years can be chalked up as partially solved. There remains still a terrible amount of prejudice to be shed.

The Tory Government, if it is to return to power again, will need every minute it can squeeze out of unforgiving time, and every one of those minutes should be spent in shedding Edwardian traditions and privilege.

Our Foreign Secretaries

I sometimes think that the office of Foreign Secretary in modern times is even more unenviable than that of Premier, and that there is a stronger case for carving the initials of Foreign Secretaries on the drainpipes of official residences than those of Premiers, if their names and fame are to live for ever more. "Every schoolboy" can probably remember our sequence of Premiers, good and bad. Our Foreign Secretaries are as soon forgotten as our Home Secretaries. Worse still for them, their merits are exalted when they assume office and quickly melt away. How many of them are today still regarded as successful since Palmerston? And why is that jaunty, reckless man secure (in that post) in his niche in history? I think we must take it as certain that diplomacy is "not enough." It must be backed with gunboats. More than that, it must be reinforced with blind pride in England's greatness and must banish the word appeasement from the Foreign Office dictionary. Lord Home's appointment created some surprise. Soon enough his reputation soared. Today we hear less about him and in less flattering terms. Why is that? And why can we recall so little to the advantage of his predecessors in office; or even recall their names and sequence? I am sure many of them had all of Pam's abilities. Can it be that they lacked his guns, his guts and his pride of country? Only in part. He had an easier plot to hoe.

Members of the Convocation of Canterbury, meeting at Church House, Westminster, wal in procession to St. Margaret's to attend Holy Communion and hear the address by Dr. Ramse

Selling Railway Property

Whether or no Mr. Marples' careful investigation of alternative means of transport before closure of railway lines will include consideration of the use of railway tracks as supplementary roads, it certainly seems worth scientific study, urgent and exhaustive. It is true that modern trunk roads require far too much of our vanishing acreage to be carved out of double-track railway lines, but many such tracks should be capable of conversion to local switch roads. Unfortunately, last year's Transport Act gives powers to the Railway Board to dispose of property which it does not, for its own purposes, require, and is therefore within its rights to sell tracks and yards which may be of vital importance to the national transport system of the future. No doubt, as a correspondent points out, it would be tempting to the Board to reduce its next hideous deficit by large-scale use of this power of disposal, but, for the nation as a whole, it would be very shortsighted policy and one which should be discouraged, if not prevented, by legislation. The conversion of disused railway tracks into new roads has proved both feasible and successful in Northern Ireland. The Comber By-pass is an example worth Mr. Marples' study—we must be prepared to expect heavy Railway Board deficits for seven more years.

The Princess Royal, President of the Thomas Coram Foundation for Children, unveils a statue of the founder, the eighteenth-century pioneer in the care of children, in Brunswick Square, London

Queen Victoria : A New Verdict?

I doubt whether anyone who has probed into the legend of Queen Victoria can have been shocked or surprised by a recently published "new" verdict on her character, claiming that she was of no more than average ability, was extremely selfish and even pig-headed. The legend of her intellectual ability was of course built up by flatterers, Martin and Disraeli, Helps and courtiers. Her much-tried Ministers recorded discreetly a less rosy picture. No one who has read Arthur Ponsonby or Lytton Strachey will hail at last a corrective, better-

only a penny—that is the fare on the little ferry across the Avon at Strat- Background is Holy Trinity, the church where Shakespeare is buried

Art in the open air—over 1,000 works are on show in the Embankment art exhibition, London, until May 18

ed contribution to the truth of history. onsonby said: " It would be a mistake to stimate the Queen's statesmanship or to ute to her any political initiative." And : " Most of the scientific developments he higher cultural movements of the age d over her head unheeded." She avoided ompany of men of science and most ry lights because she would not endure to to understand what they were talking Her tyrannical selfishness towards her her Ministers and her courtiers was du to part to a sense of mission to which her life was dedicated. Without personal vanity, without pose, she saw herself as the holy of of a vast Empire, to be guarded and pre ved for the good of humanity. To that end, all else, all others, must be sacrificed. She had been educated to the normal standards of the upper-class girl of her day. She sketched, she made amateur music; her vocabulary was restricted, but her meaning never obscure and her sincerity at all times obvious. She was frank and humble about her own limitations. The legend of a Great Queen is not exaggerated. As Ponsonby summed up: " She emerges triumphantly, not because of her power and glory, not because of any spectacular demonstrations nor of any intellectual eminence, but because for over 60 years she fulfilled the difficult and exacting duties of a Queen with simple, natural, yet incomparable skill." Because she was the last Queen of England who could fulfil those duties in the way she went about it, it is inevitable her legend would be rebel. But the wriest amateur historian has never been fooled by it. *The Old Stager*

Only 35 miles from London—the sun shines on various craft moored at Leigh-on-Sea in Essex

FIESTA FLAMENCA *at the Piccadilly Theatre*

260 To the slightly sheepish *olés* of a London audience, the latest Spanish dance company is now in the middle of a short season. They were enthusiastically greeted after their first night last week because they offer something different from the Spanish companies in England of recent years. Flamenco this time forms the whole of the programme—nothing but the songs and dances of the gipsies of Spain. But under its supervisor, Enrique El Cojo, Master of Flamenco of Seville, its two stars perform with a fierce vitality and a magnificent grace to capture something of the urgent, improvisatory magic of Spanish dancing in its native habitat. They are well supported by a group of dancers, guitarists and a singer. But it is the impact and technique of Manuela Vargas and Eduardo Serrano that stick in the mind—and El Cojo himself, a portly gentleman who moves with as much grace as Vargas herself.

Manuela Vargas demonstrates the fierce art of flamenco. **Below:** Eduardo Serrano "El Guito"

Photographs by Anthony Crickmay

Sylvia (Doreen Wells) tempts Orion (Bryan Ashbridge) in a Bacchic dance. **Below:** Léonide Massine rehearses David Gordon for *Le Bal des Voleurs*

NEW FACES

The touring section of the Royal Ballet at Covent Garden

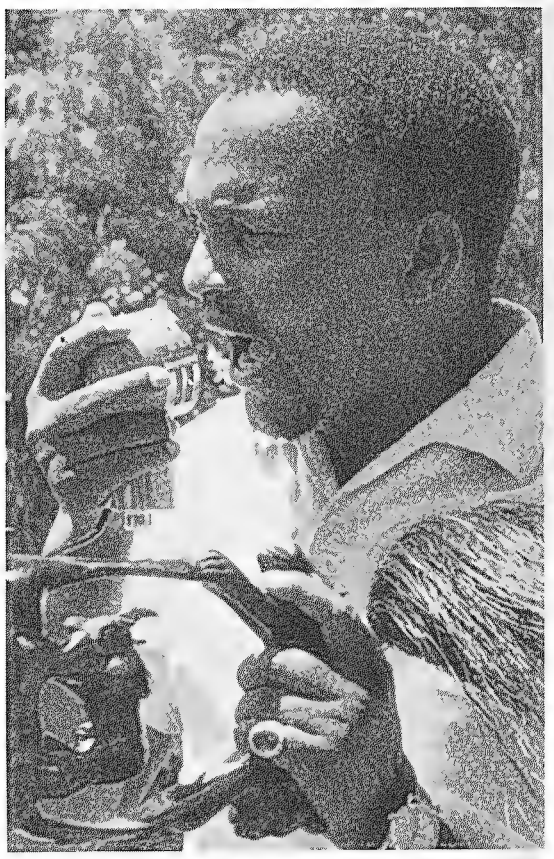
While 70 artists of the Royal Ballet are in North America, the remaining 50, comprising the "touring section" of the company, are giving a summer season in London. For their opening night last week, Ashton's ballet *Sylvia* was revived—a cunning reworking of a ballet of the 1880s in the choreographic terms of today. The leading roles of Sylvia, the leader of Diana's huntresses, and Aminta, the shepherd, are danced by Doreen Wells and Christopher Gable. A selection of distinguished guest artists are appearing with the company during the season —Carla Fracci from the Ballet Company of La Scala, Milan, Belinda Wright, Melissa Hayden of the New York City Ballet, Flemming Flindt of the Royal Danish Ballet, John Gilpin and Beryl Grey. Carla Fracci makes her debut in London this week, dancing the leading role in Massine's latest work, *Le Bal des Voleurs*, being given its British premiere. A number of other ballets are also being presented in London for the first time.

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

THE VOICE OF THE COMMONWEALTH

KANU leader: Mr. Jomo Kenyatta

KADU leader: Mr. Ronald Ngala



APP leader: Mr. Paul Ngei

KENYA

Preparations for the Elections

There was a time when everybody thought that Kenya was bound to become another Algeria, that the process of converting a colony into an independent state would be resisted by the European population. There were threats of a scorched-earth policy by extremist white farmers, and a last-ditch white settler movement began to gather strength.

Equally it seemed at the time of the Mau-Mau Emergency that the African Nationalist movement was irremediably savage. Mr. Jomo Kenyatta, the father-figure of that movement and today the likely first Prime Minister of free Kenya, was identified in the Corfield Report with the worst atrocities of Mau-Mau. He was imprisoned from 1952 until 1961 for his part in the rebellion.

Now the principle of independence and of Africanisation of government offices and the land has been accepted, there are hopes on all sides for a stable future for Kenya. But much will depend on the results of the elections under the new Constitution and their effect on the innate tribal rivalries among the Africans.

Polling takes place over a week, from May 18-26, first for the Regional Assemblies, then for the Senate, and finally, on the last two days, for the House of Representatives. About 2,500,000 people will be entitled to vote.

In remote districts voters will be allowed to cast at once all three kinds of vote at the polling station. In the North Eastern Region, where the Somalis live in strength, there has been a total boycott of the election: no nominations for any seats had been received by the time the lists closed on April 20. The same hostility was also evinced to a lesser extent in the Eastern Region. At Isiolo, the Kenya African National Union (KANU) candidates had to leave the town under police protection when they presented themselves for nomination.

In spite of its weakness in these and other outlying districts, KANU, with Mr. Kenyatta as its President, is expected to emerge triumphant from the elections. When the full list of nominations was published, it was clear that Mr. Ronald Ngala's party, the Kenya African Democratic Union (KADU), had too few candidates to win a majority in the House of Representatives, even if their electoral arrangements work with the third party in the field, the African Peoples Party (APP). Mr. Paul Ngei, the APP leader, once a close friend and collaborator of Mr. Kenyatta's, claims that his party would be a balancing force after the election, that no party would be able to form a Government without its co-operation.

There are minor parties, Mr. Musa Amalemba's Baluhya Political Union, the Coast Peoples Party, and a large number of independents. Only one European is standing. That the African tide in a democratic election would swamp any white political effort is accepted fatalistically by the bulk of the European population.

Tribal Divisions

Apart from fierce personal competition, the deepest political issue is the question of tribal ascendancy. The alignment of the three principal parties is tribal. KANU finds its most cohesive force in the Kikuyu and Luo tribes that constitute it. KADU, which is multi-tribal, is held together primarily by fear of Kikuyu domination. APP draws its support from the Kamba tribe.

This fact is reflected in the Constitution to which KANU assented reluctantly at the Lancaster House Conference last year. The provisions for a high degree of regional autonomy were included in concession to KADU's persistent demands that there should be safeguards against Kikuyu ascendancy. The country has already been partitioned into seven regions, each of which is to have its own assembly and civil service. It is on this point the severest criticisms have been levelled against the new Constitution.

Mr. Ngala maintains that his opponents in KANU would scrap the Constitution if the party were returned to power. In his election campaign, Mr. Kenyatta has certainly reserved his heaviest fire for the KADU advocacy of majimbo (regionalism). "If they knew what they were saying when they cry 'uhuru na majimbo' they would weep," he has said.

A Future Republic

Although the Constitution is interim and provides only for internal self-government, the manifestos of both KANU and KADU outline principles of foreign policy. There is no fundamental difference on these. KANU would apply for membership of the Commonwealth as a Republic, would follow a policy of non-alignment, allow no foreign military bases and would support the struggle of its brothers elsewhere against oppressive regimes.

The implementation of foreign policy would become possible only after the achievement of full independence. And for this there will have to be a further constitutional conference during the course of this year. No date for this has been fixed, but it could not be long delayed as any incoming government would immediately demand complete independence.

As the party winning these elections will steer Kenya through the first years of its independence and is likely to consolidate its position during that time, the current party struggle for power has a special intensity.

After a lunch at Admiralty House in London given in his honour by Mr. Macmillan, Mr. John McEwen (centre), the Australian Deputy Prime Minister and Minister for Trade, leaves with the Australian High Commissioner, Sir Eric Harrison (left). Between them is Mr. Frederick Erroll, who is the President of the Board of Trade

Below: Nigerian Trade Unionists, visiting Britain as guests of the Commonwealth Relations Office, outside Labour Party Headquarters, Transport House, London

Below: At the farewell dinner held in Salisbury by the Federal Rhodesian Government for the retiring Governor-General, Lord Dalhousie, are Sir Roy Welensky, the Countess of Dalhousie; Mrs. J. Bridge (Sir Roy's daughter) and the Governor-General

Dr. Yvonne Wills and her husband, Dr. E. J. Wills, of Sydney, Australia, at work at the British Postgraduate Medical School at Hammersmith Hospital in London. They are taking a Diploma Course in Clinical Pathology, the only specialised course of its kind in the world. It is attended by postgraduate medical students mainly from Commonwealth countries

On the Diploma Course are Dr. Lowe, Squadron Leader, RAF; Dr. Qureshi, of Pakistan; and Dr. H. S. Ahluwajia of Malaya

Dr. N. J. Mody from Uganda and Dr. R. J. Cote (Canada)

LAND OF THE EQUATOR

Photographs by Mike Andrews

The republic of Ecuador is so named because the equatorial line goes through it. Lying between Colombia and Peru on the Pacific coast of South America, its dominant features are the giant mountain ranges running from north to south. Most notable among them are probably Chimborazo (20,702 feet) and Cotopaxi (19,612 feet). The latter is the world's highest active volcano. Quito, the capital, is said to be the second highest capital in the world, and on a clear day no fewer than 20 summits in the surrounding "avenue of volcanoes" can be seen.

By no means all the country is mountainous. There are also two other definite zones. They are the coastal plain and the *montana*, the densely wooded region which runs inland. It is not possible to give a precise figure for the area of Ecuador because some parts of its frontiers have not been delimited, but it is usually put at about 226,000 square miles. Population is estimated at around 4,500,000. Of these, 10 per cent. are white, Indians and mixed are each about 40 per cent and the remainder are mulattoes, negroes and others. Spanish is the language of the country. The Indians speak Quecha.

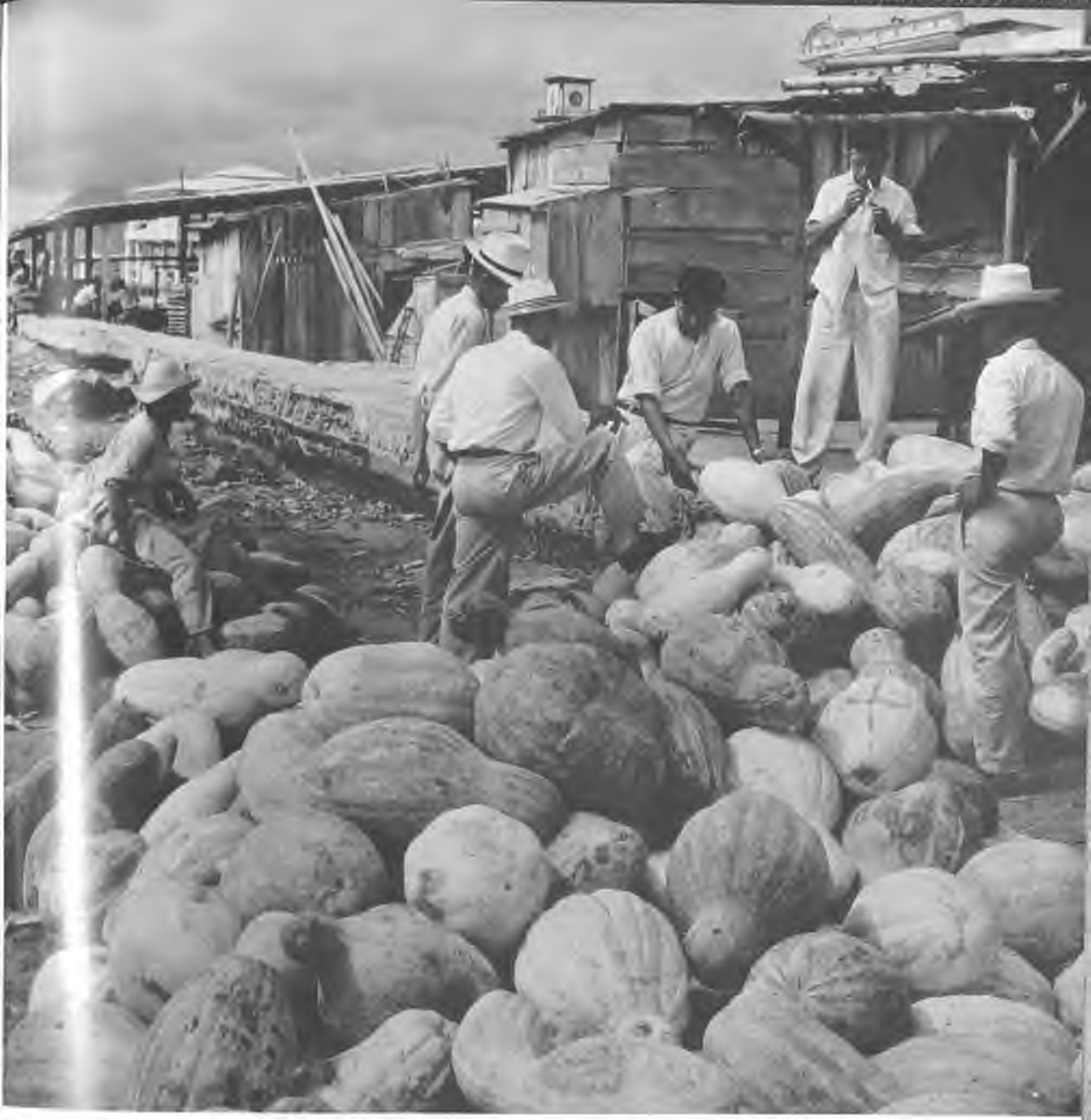
Government is by a Congress consisting of a Chamber of Deputies and a Senate. All literate men and women over the age of 18 have a vote. The state recognises no religion and grants freedom of worship to all. The President has a term of office of four years and must be of Ecuadorean stock, at least 40 years old and not related by marriage or blood to his predecessor. The present President, since 1961, is Dr. Carlos Julio Arosemena.

At top: Quito, the capital of Ecuador, stands at a height of over 8,000 feet. Around it tower mountains of the Andes. **Left:** The modern building of the Ministry of Works (on right) dominates the old-style colonial rooftops around it. **Above:** The faculty of Engineering in Quito University

At top: Indian women barter in a market. **Left:** The magnificent West End of the church of La Compania in Quito. It is regarded as among the finest of eighteenth-century churches in South America. The interior is decorated in gilt and silver. **Above:** A girl at the market in Otavolo

LAND OF THE EQUATOR *continued from page 265*

Dug-out canoes are used to unload shrimps for the canneries at Playas. The fishing boats stand off-shore and are refuelled from drums taken out by canoes. The fishery industry of Ecuador is rapidly expanding. **Right:** A worker shovels dried cocoa beans into a sack in Guayaquil for shipment to Europe. Cocoa is a staple product of the country



At the little fishing port of Manta gourds are piled on the shore. They will be used for storing water. **Far left:** Rafts of valuable hardwood drift down a tributary of the river Guaya on their way to Guayaquil to be shipped for export. Ecuador has vast forests rich in valuable timber and is the chief supplier of balsa wood in the world. **Left:** A driver with his bus

FAREWELL TO "THE MET"

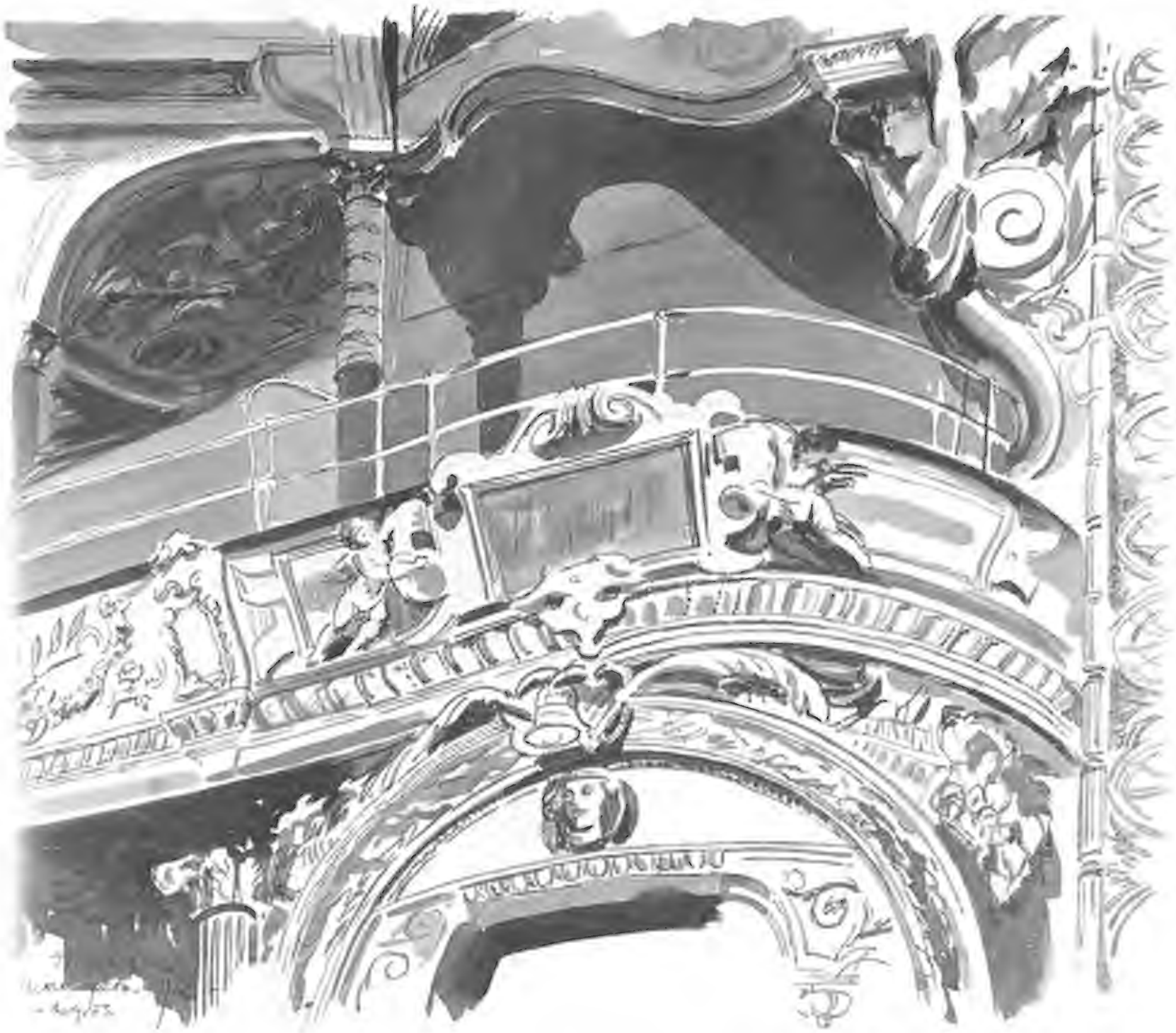
Another familiar and, in its own way, famous, London landmark is soon to disappear. The Metropolitan Theatre of Varieties (known affectionately as "The Met") in the Edgware Road is soon to be pulled down to allow for a road-widening scheme. A music hall has been on the site for slightly more than 100 years.

Its tradition of public entertainment stretches back still further. In the early nineteenth century a public house stood there and it had a reputation for song as well as wine. In 1862 the tavern was demolished and a theatre known as Turnham's Grand Concert Hall replaced it. In a matter of months it was taken over by new owners who renamed it the Metropolitan. The Met was rebuilt in its present form in the 1890s. The architect was Frank Matcham. A feature of its interior is the fine fibrous plasterwork.

The roll of those who have appeared on its boards is extensive and nostalgic: Dan Leno, Albert Chevalier, Marie Lloyd, probably every great music hall star. Charlie Chaplin made some of his first stage appearances there.

Head of a figure in the Metropolitan Music Hall
Below: The proscenium seen from the gallery

Drawings by **Geoffrey S. Fletcher**



"The Gods" in the music hall in the Edgware Road which is to be pulled down to allow for road widening. At **left** are drawings of two of the boxes, the nearer one being at the side of the stage

BRIAN VESEY-FITZGERALD

FAIRY STORY FOR ADULTS

270 Charles Kingsley's *The Water Babies* was first published 100 years ago this week. The book enjoyed an enormous success from the day of publication, and was still regarded as "must" reading (for the children of gentlefolk) at the end of the Edwardian era; and maybe later. It was a "fairy tale" and, therefore, safe. And its author was a parson, which made it doubly safe. I was given it as a child, but I cannot recall reading it. Looking back, I feel sure that I did not, that I was determined not to, simply because of the dedication:

To my youngest son Grenville Arthur
and to all other good little boys.

I was not a good little boy. Moreover, I did not want to be a good little boy. And I know that I felt sorry for Grenville Arthur, poor chap.

So I read *Westward Ho!*, *Hereward the Wake*, *Hypatia*—good teenage reading, those three—*Yeast* and *Alton Locke*; and all of them long ago, all of them long, long before I read *The Water Babies*. For, to be truthful, I have only just, within the last couple of months, read *The Water Babies*. I am glad of this, glad at least that I did not read it as a child, for this is one of those children's books better appreciated by an adult. This is true of many, perhaps most, of the great fairy stories—and I think that *The Water Babies* merits inclusion in that category. It is true for the simple reason that great fairy stories are written by adults. One can remember childhood, but one cannot recapture the attitude of mind that is childhood. Experience, the passing years, conditions outlook; inevitably so. Hans Andersen wrote for children, but many of his fairy tales could only have been written by a man of experience and can only be properly appreciated when one has had some experience of life.

The Grimm brothers did not write for children and they did not really write fairy stories: they re-told ancient folk tales, which is quite another matter, and some of their tales are very grim indeed. Their stories may be enjoyed by children (but I wonder if they are ever read by modern children?): they can only be fully understood by adults. Even *Alice in Wonderland*, written specifically for children by a man who more nearly recaptured childhood—or, perhaps, had less surely left it—than any other author, is still a much better book at 60 than at six. So it is with *The Water Babies*. The "plot" is that of a fairy story—Tom enters a fairy world, just as Alice enters a fairy world—but the book is a natural history book.

Reproduced by permission of the National Portrait Gallery

Charles Kingsley (1819-75), a detail of a portrait painted by Lowes Dickinson in 1862

Charles Kingsley was an extraordinary man. He became curate of Eversley, Hampshire, in 1842, was appointed rector in 1844, and held the living for the rest of his life. In his younger days he became allied with F. D. Maurice in the Christian Socialist movement and it was his interest in the poor that led him to write *Yeast* and *Alton Locke*. The characters in these two books and in his historical novels—with the exception of Miriam in *Hypatia*—are unoriginal lay figures, mere pegs on which to hang a story. But he had a wonderful command of language and sometimes a most felicitous turn of phrase. "There are more ways of killing a cat than choking it with cream." Who does not know that: but how many know that it is Charles Kingsley? And to underline my point that *The Water Babies* is better appreciated by adults—"a keeper is only a poacher turned outside in, a poacher a keeper turned inside out," which is both witty and true, but rather above the heads of children reading a fairy story.

His descriptive passages of scenery—of the English landscape in *Yeast*, of the desert in *Hypatia*, of Devonshire and the South American forest in *Westward Ho!*, of the fens in *Hereward the Wake*, of the hovels of the poor in *Alton Locke*—are as good as anything of their kind in English literature. He could not, with the sole exception of Miriam, create a convincing character and he was not really a good storyteller—though it says a good deal for the power of his prose, if not for the wisdom of Palmerston, that his historical novels led to his appointment to the Chair of Modern History at Cambridge, a post for which he was supremely unfitted. But he was a superb reporter, sensitive and imaginative, particularly of those things in which he was vitally interested and which he had actually seen. It is this that makes *The Water Babies* such a good book: for Charles Kingsley's absorbing passion was for natural history and, especially, for that branch of it which we would nowadays call either marine or fresh-water biology.

He was a good naturalist; very observant, painstaking, accurate. He wrote that, during one short holiday at Torquay, he made "a rough list of about 60 species of mollusc, Annelids, Crustacea and Polyps found on the shore, nearly all new to me and revealing a new world of wonders to my wife and children." Sixty species! No mean effort for an amateur, and a family man, on a short holiday. It is this world of wonders, that he observed so closely, with which *The Water Babies* is concerned. How well, how convincingly, it is portrayed! Yet, putting down the book, delightful though it is, one cannot but realise how great an opportunity was missed: how, relieved of the moralising and the sentimentality, and the labouring, clumsily contrived ending, much better it could have been.

Charles Kingsley was a man who took the wrong turning. He had not the intellectual equipment to become a great novelist. Today, few, if any, read his historical novels, and *Yeast* and *Alton Locke* are, I imagine, wholly forgotten. It would not, I think, be unjust to say that they deserve no better fate. But he had the independence of mind, the command of language, the pugnacity, the minutely observant eye, to be a great essayist. Had he confined himself, once the first flush of socialist-cum-jingoistic enthusiasms waned, to writing about his hobby, his one abiding passion, he would be remembered and read today. As a naturalist, as an essayist on and reporter of the rural scene, Charles Kingsley would surely have ranked at least with Richard Jeffries—among the great.

YACHTING

Musketeer, built for Peter Green by Camper and Nicholsons, running with spinnaker full out

Of outstanding interest among the new ocean racers launched recently in time for the beginning of the racing season is the new yawl designed and built by Camper and Nicholsons for Peter Green, Commodore of the Royal Ocean Racing Club. *Musketeer* has many new features, but her builders have also retained some of the basic ideas which made *Quiver III* one of the yard's most successful boats.

The owner's principal instruction to the yard was that the craft should win ocean races, and he expressed a preference for the yawl rig, but left the decision on this to the designers. Comfort for the crew is regarded by Mr. Green as a very important contributory factor in successful racing, and this aspect also had to be given consideration. The RORC has a not very clearly defined policy as to the type of boat it wishes to encourage, and the fact that this is the commodore's yacht imposed certain further limitations.

Perhaps this is why *Musketeer* was designed with shorter ends than *Quiver III*. In any case, the longer ends are only useful in strong winds, and are a disadvantage in light weather. The rudder post has been made more vertical, and the rudder itself is of an improved shape, which has made it possible to make a slight reduction in its area. This has been proved to be a success in the early trials. Moving the sternpost has also reduced the wetted area a little.

An Unusual Bow

Looking at *Musketeer*, the unusual bow will be noticed immediately. This is a most attractive feature from the purely aesthetic point of view, reminiscent of a " clipper " bow, but owes its existence to purely practical reasons. It might be regarded as a bow with a " built-in " bowsprit, and it is well known that this has a minor advantage under the RORC rating rule. The construction of the coachroof is also unusual. This too is very attractive to look at, but was designed for greater strength.

A great deal of thought was given to the arrangement of the bunks in the main cabin in order to make it possible for the largest number of crew members to sleep below with their heads near to the fore-and-aft centre of buoyancy. The forecastle does not need to be used for sleeping at sea, but can be kept free for sail stowage. I agree with the designers' view that it is difficult to sleep forward of the mast in an ocean racer beating to windward in anything stronger than Force 4. The large working genoa of *Musketeer* would fill the forward compartment when it is not properly bagged. When in port there is no reason why eight or nine people could not sleep on board.

The genoa is large in relation to the mainsail area, and for several good reasons the luff of the mainsail has been reduced. For one thing, it was thought that the spinnaker would be more efficient when running, and the mizzen would be more useful to windward. The special mainsheet arrangement also serves this purpose.

Built to Lloyd's 100 A.1 classification, *Musketeer* dimensions are: LOA 46 ft. 4 ins., LWL 35 ft., Beam 11 ft. 6 ins., Draft 7 ft. 6 ins. Her displacement is 15·27 tons and her Thames measurement 19 tons; RORC rating: 29·59 ft. The sail area is divided into the mainsail 372 sq. ft., mizzen 80 sq. ft. and the genoa 655 sq. ft.

VARIETY IN SUFFOLK

Written and photographed by Geoffrey Hart

272 East Suffolk is to the casual observer a land of churches with, if the locals are to be believed, very little else. There are indeed a great number of them, but they are by no means all there is to Suffolk—a county still little spoiled by modern industrial developments. In spite of a rather French air of dereliction Suffolk has a fascinating charm that it is difficult to pinpoint. Its distinctive beauty must lie in its extremes. Open barren landscapes and wild windswept heath, often broken only by a couple of ditches or a battered windmill, give way swiftly to tranquil valleys, peaceful churches or the calm of a village that has not virtually altered in the course of several hundreds of years.

The bleak and cruel coastline, which has left a trail of derelict harbours, lost ships, and vanished towns, is backed by windswept marshes and wild and lovely commons golden with gorse. It preserves a rugged beauty of its own. Winding rivers lead through green fields to glorious expanses of inland water, where commercial and pleasure craft ply throughout the year in ever-increasing numbers, their white sails and black masts passing serenely across the countryside. Ancient abbey ruins dating back to the twelfth century stand side by side with the latest atomic power station in England: tiny stone cottages with minute gardens range their beauty beside vast ordered parklands surrounding magnificent homes dating to Norman times.

A county of extremes, Suffolk has much to offer the visitor both historically and scenically, from wild life in one of Europe's most famous sanctuaries at Minsmere Level to engineering on a grand scale at Sizewell. The whole displayed like a picture for all to see because of one great natural advantage to the tourist—an absence of high hedges—organised, one almost feels, by a people who are naturally friendly and openly helpful, but above all proud of their county.

"The House in the Clouds," a timber building some 80 ft. high, overlooks Thorpeness and Aldeburgh

The Norman keep at Orford Castle built in 1172

Looking down on the postern gate and part of the Poor House at Framlingham Castle

...ter's, Westleton, is a church with a thatched roof with, inside, a plaster ceiling below it

The rood-screen in Orford Church

A view across the Mere at Thorpeness, a beauty spot near Aldeburgh

Fishermen relax on the beach at Aldeburgh

The Mercer's Hall, moved to Walberswick from Lavenham

STAY LONGER IN ALSACE

BY SYLVIE NICKELS

It is very curious how certain regions, despite all their intrinsic attractions, tend to be used as transit areas by British holidaymakers speeding on to somewhere else. Scenically, culturally and gastronomically Alsace can hold its own with almost anywhere; yet tens of thousands of Britons reaching it every year stay one night and then go on.

Possibly the trend is changing now. The opening of British United Air Ferries' fine Carvair passenger and vehicle service last year provided the first direct air link between London and Strasbourg. This city has two important qualities. It is full of art treasures; and it provides a splendid launching pad for touring in Alsace (composed of the two departments, Haut Rhin and Bas Rhin), and in the neighbouring Vosges Mountains whose high backbone divides the plains of Alsace from the plateau of Lorraine.

The fortunes and misfortunes of this north-eastern corner of France have inevitably been bound with its proximity to Germany, which accounts for the Germanic dialect heard in these parts. Even quite recently, most of Alsace and parts of Lorraine had 47 years of German domination (1871-1918), and Alsace in particular suffered tragically in 1940-44.

The fifteenth-century spire of Strasbourg's famous Cathedral provides a landmark for miles around, but to complement a visit to this loveliest of buildings, you should go to the adjacent Museum of l'Oeuvre Notre-Dame. Here you will find the old plans and designs of the Cathedral's architects, as well as some of its finest original statues and stained-glass windows. These include Wissembourg's famous eleventh-century Head of Christ, the oldest known portrayal in stained glass. Another of Strasbourg's leading sightseeing treasures is the eighteenth-century Castle of Rohan, which is not only a museum in itself, but houses three other museums—of Archaeology, Fine Art and Decorative Art.

Landscapes of the Vosges

It is only a few minutes' walk from Strasbourg station to the old quarters known as La Petite France. To come upon them unawares is rather like rounding a corner in central London and finding yourself unexpectedly in an Elizabethan village. It is also an enchanting foretaste of what awaits you at many a turn amid the landscapes of the lower Vosges.

A few miles from Strasbourg the Alsatian plain, fed by the waters of the Rhine, begins to rise gently into the vineyards that clothe the foothills of the Vosges Mountains, and through this most attractive setting, the Alsatian Wine Road stretches for over 100 miles between Marlenheim in the north and Thann in the south.

The region includes no less than 45,000 acres of vineyards across which a string of small towns and villages vie each with the other in terms of quaintness and local character. From mountain summits, the broken or restored ruins of innumerable castles present craggy silhouettes above the thick forests.

Not surprisingly in an area where wine-growing and ancient traditions combine, there are numerous festivals, especially in September or early October. In Ribeauvillé, for example, the Day of the Strolling Fiddlers is held on the first Sunday in September, a day on which the fountain by the Town Hall flows enticingly with wine. Other centres such as Guebwiller, Riquewihr, Obernai and Barr hold wine festivals for which they provide the most delightful of settings. Storks are another traditional feature of Alsace—or rather their nests which still crown village chimney-pots.

For those who have not time to follow the whole route, the most picturesque stretch lies between Châtenois and Colmar, and this latter town is without doubt the great highlight of the region. The old quarters of Colmar are almost pure fifteenth-seventeenth century, and I shall long remember one late night stroll through those deserted streets culminating by chance in a cathedral square that was filled with ghost music from an invisible organ.

About Colmar

The quaint corners of old Colmar would be hard to list since they face you at every street turn. Then there is the outstanding Unterlinden Museum housed in a former convent. Many theories have been put forward concerning its most famous art treasure: the altar paintings created by Mathias Grünewald for the Convent of Issenheim in the sixteenth century. For me, two panels especially left an indelible memory; one depicting the Crucifixion; the other representing the Temptation of St. Anthony.

Just before Thann, the Wine Road joins the southern end of the Route des Crêtes at Cernay—a road of great beauty which leads across the very roof of the Vosges and can provide part of an alternative route back to Strasbourg. Farther north, a number of other roads link these two famous routes, and one of the loveliest of these leads from Colmar to Gérardmer over the magnificent Col de la Schlucht.

Gérardmer and its lake form perhaps the best known of the Vosges Mountains centres, and its recovery after systematic destruction on the eve of its liberation in 1944 has been valiant. This post-war town, with its modern amenities, is a pleasant centre for walking and lakeside pleasures. The district is famed for the abundance of jonquils which provide the central theme for a festival every April.

Another good mountain centre for walking is Les Trois Épis, not far from Colmar, the site of a famous miracle in 1491. The region of Le Hohwald, too, is glorious, studded with old castles and monasteries, including the well-known pilgrimage centre of Ste. Odile.

Finally, to the north of Strasbourg lies a part of the Vosges which is even less known to British holidaymakers. Though the scenery is less dramatic, the use of local costumes has survived here to a much greater extent, especially in the district about the attractive little town of Wissembourg. A pleasant centre is the spa town of Niederbronn (casino).

For further information: French Government Tourist Office, 178 Piccadilly, London, W.1.
Means of access: Southend-Strasbourg, by British United Air Ferries, £29 9s. return (cars, £8 10s. to £36 according to length and season); rates based on minimum of two accompanying passengers. By rail/sea, London-Strasbourg, £14 second-class return, £20 4s. first-class return.

Old Strasbourg, the Cathedral and, **left,** the Lower Rhine
Below: Half-timbered houses at Colmar in Haut-Rhin

KNOW YOUR RIVIERA *and this week's fiction*

276 **Bikini Beach** by Geoffrey Bocca: W. H. Allen. 16s. Subtitled *The Wicked Riviera As It Was and Is*, this study of a region, in spite of the frivolity of its jacket and title, has a vein of sound, practical information and has been written by a man who quite evidently knows the coast well. He appreciates it even in its season of autumn rains "which the residents keep as an unmentionable secret." There are stories about personalities, about early days, about war years, about fashions in everything from gambling to obviously bathing.

L. P. Hartley by Peter Bien: Chatto and Windus. 30s., is a serious tribute to a writer whom the critic regards as "neither an experimental novelist nor a fully traditional one." He has examined Hartley's work, both critical and fictional, and his scholarly approach is allied to a most painstaking regard for detail and for the minutiae of analysis.

The Learners by Anne Rider: Bodley Head. 18s., is a first novel and an extremely interesting one which has both an original theme and a freshness of style to commend it. Her story deals with a young scholar, Hugo, who has an indeterminate nature and is perpetually worried about reconciling his high aims with his low achievements. As the book opens he is about to welcome a learned lama, an exile from Tibet, to his university and is, as always, full of self-doubts and the natural compassion which somehow complicates his life. Hugo has recently spent some time in the Himalayan foothills, gathering material for a thesis, and the lama's visit—or escape—to England is a direct result of his stay there. Miss Rider, who has herself spent three years among Tibetan exiles in the Himalayas, writes with an unusual degree of sympathetic understanding of these strange, philosophic people.

The Collector by John Fowles: Jonathan Cape. 18s., is also a first novel: a perplexing, haunting and sometimes repellent piece of work of undoubted power which is likely to raise a score of different reactions in its readers. It deals with a young man, a suburban clerk, who works out some of his repressions in collecting butterflies or in photographing such varied subjects as a rough sea at Seaford and loving couples in the woods. He kidnaps a pretty art student in Hampstead and takes her to a lonely country house, bought and fitted up for the purpose, and keeps her there in a cellar. She is to be his supreme collector's piece, perhaps a Clouded Yellow, and he will keep her as a possession, not as a mistress, but as an object to be prized. The story is told, quite brilliantly, through his uncouth narrative and through extracts from the diary she manages to hide. The climax is inevitable and dreadful. Altogether, to put it mildly, an odd novel.

Thing to Love by Geoffrey Household: Michael Joseph. 21s., is characteristically fast-moving in its pace but in other respects differs notably from his earlier books, since the author is dealing here with the politics of an imaginary Latin-American republic and with the motivations, jealousies and loyalties behind the politics. I am happy to say that the book does not end without a splendid battle scene.

Look the Other Way by John Brantfield: Eyre & Spottiswoode. 18s., is an intimate picture of an essentially dull marriage and, paradoxically, it is one of the most entertaining books of the week. Not, I should add, in terms of broad comedy but of sheer interest and delight at the author's perception and wonderfully good ear for dialogue. It has its touching moments, too.

The Bodley Head Ford Madox Ford Vols. 3 and 4, 25s. each. Pursuing their admirable policy of reissuing the works of Ford Madox Ford in a collected edition, the publishers have now produced two further volumes, edited with discerning and valuable introductions by Graham Greene. Devotees of the noble and much-neglected Ford will be grateful to both editor and publishers.

There is a batch of books from the United States which provides as much variety as you could wish in a single week—

The Commissioner by Richard Dougherty: Hart-Davis. 21s., tells of a Manhatten manhunt conducted by the police and is as realistic in detail as any story I remember.

Drawing-room recital of poems and play scen[es] —Sir Lewis Casson and Dame Sybil Thornd[ike] in their programme entitled "Some Men [a]nd Women," at the Theatre Royal, Haymar[ket]

The Bride by Alex Austin: W. H. Allen. [16s.] is a story of a marriage which fails, partly beca[use] the young couple begin their joint lives in [the] parents' home and partly because of a kind [of] crude intensity which allows no quarter and [no] compassion. Readable if excitable prose.

Inside Daisy Clover by Gavin Lambe[rt]: Hamish Hamilton. 18s. The author has followed up his telling volume of short stories about Hollywood—*The Slide Area*—with a switchback of a tale about a child star who makes a great success, helps to throw it away and comes back again in the most dramatic terms; mature, disillusioned and by then quite a performer.

HOW TO SUCCEED IN BUSINESS

The Pyramid Climbers by Vance Packard: Longmans. 25s. What makes the top executive tick? What kind of people climb the modern pyramids of the business world? The author of *The Status Seekers* and *The Hidden Persuaders* examines these problems in wordy detail in his latest book. There is one fascinating chapter on "Private Strains: The Executive as lover, father and neighbour." The author reveals the extent to which leaders of commerce and industry in America are supposed to conform to a company pattern, so much so indeed that when they rise in the hierarchy they are often expected to make a clean break with all the friends they have made in the past, to make a new set, to join a new and more expensive country club, and to take a new house in a new neighbourhood fitting in with their exact grade within the company. One quotation tells us that a well-adjusted executive is one whose intake of pep pills overbalances his consumption of tranquillisers just enough to leave him sufficient energy for the weekly visit to his psychiatrist. If there be any real truth in all this naïveté and nonsense we can perhaps heave a sigh of relief on this side of the Atlantic that our own people reach the top by following a less exacting code, and do not necessarily become hopeless, helpless victims of a closely defined business way of life.

Nose for Money by Douglas Collins: Michael Joseph. 21s. The author is one man who has prospered in big business and who certainly does not adhere to any conventional pattern. He tells us how to make a million. It is a diverting story, full of bounce and vitality, revealing the mind of a man bent for success, but at the same time playing as hard as he works.

All to the Good by Lionel Fraser: Heinemann. 35s. This is another autobiography of a man who has reached the top of the business world and found time for his varied personal interests. He gives some intimate glimpses of city life, not least the modern phenomenon, the take-over bid, which may have a lot to be said against it but, according to Mr. Fraser, has certainly forced many companies to be more generous to their shareholders over their dividend distributions. Lionel Fraser writes with sincerity and charm, expressing a firm belief in the good influence of the City of London, the famous square mile which in many ways he feels is much misunderstood and underestimated.

The Labour Story by Emanuel Shinwell: Macdonald. 30s. The elder statesman of the Labour movement has already written his autobiography which bestrode the vital years of the party's development. Now he is again to some extent autobiographical, but attempts to give a more ample picture of Labour's birth and growth. Some readers may see *The Labour Story* as an account of a very long drawn-out and frustrating family squabble. Amid it all it is often hard to trace the golden thread of socialist idealism, perhaps because this is all about the big-wigs of the party, the great personalities from Keir Hardie and Blatchford to Gaitskell and Wilson, and not about the rank and file. This is really Labour's Parliamentary story; it is very agreeably told, but no major incident is freshly illuminated, and most of the heroes and villains of

A Different Drummer by William Melvin Kelley: Hutchinson. 16s., deals with an imaginery Southern state in which, fired by the example of one man, all Negroes begin to leave until not one remains. A significant and highly dramatic first work by a young Negro writer.

The Age of Discontent by Dacia Maraini: Weidenfeld and Nicolson. 18s., is a winner of the international Prix Formentor which has been much in the news lately. It is a melancholy tale about a schoolgirl in Rome for whom the word precocious would be an absurd understatement. At the risk of being called an English square, I must say I found it more than a little depressing.

The Limbo Line by Victor Canning: Heinemann. 18s. One of our best writers of adventure stories, espionage stories or both types combined, has now turned out what in my view is his best since *The Golden Salamander*. The scene is mainly France and the action, rapid as ever, is provided by an Anglo v. Russian operation concerning both Secret Services. Very readable and just credible enough to be fun.

Two thrillers of the week are

The Case of the Heavenly Twin by Christopher Bush: Macdonald. 12s. 6d., which features the super private sleuth, Ludovic Travers, a highly ingenious fraud, a jewel robbery and a murder or so. Well up to standard.

The Creeping Flesh by Douglas Rutherford: Crime Club. 12s. 6d., is likewise up to standard despite an occasional naïveté of expression. The case in narcotics is the subject and the author's research is as scholarly as would be expected.

Death for Auld Lang Syne by Jack Sharkey: Michael Joseph. 16s., is set in New York and has as its engaging private eye as its all-too-vulnerable hero. The author is to be congratulated on his creation and his relaxed but lively style.

The Cry of the Owl by Patricia Highsmith: Heinemann. 18s., is both a thriller and a chiller. Pennsylvanian rural background and a marvellously conveyed sense of mounting frustration and danger.

Vernon Fane

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the past 60 years are given their appropriate values. Perhaps a little more generosity towards Morrison might not have come amiss. Up to, and including, the time of his first government it would be hard to deny that he served the Labour cause with great zeal and enormous distinction. The final débâcle was, of course, another matter. There is a note of regret for Morrison, the Leader who did not achieve the leadership, and a tear or two for Bevan, the gadfly of the war-time parliament who did so brilliantly at the Ministry of Health in Labour's years of power, giving the promise of greatness to come.

Wildlife in Britain by Richard Fitter: Penguin Books. 7s. 6d., is a masterly introductory survey. Our variable climate and varied geology have produced a remarkable range of habitats for our animals and plants, terrestial, freshwater and marine. Britain has a long-standing and vigorous tradition in the study of wildlife, and Mr. Fitter devotes quite a large part of his book to the labours of British naturalists.

Richard Edmonds

THE BOULTINGS AGAIN

On Thursday, May 23, there opens at the Columbia in Shaftesbury Avenue the Boulting Brothers' latest film *Heavens Above*. This irreverent comedy about a somewhat eccentric vicar was written by John Boulting (on the left in the top picture) in co-operation with Frank Harvey, and produced and directed by him and his twin brother Roy (the right-hand one). The star of the film, in the role of the Reverend John Smallwood, is Peter Sellers (whose film output certainly does not decrease with time). Now at the top of the tree of British independent producers, the Boulting Brothers started in films before the last war, but it was not until afterwards that they really became well known. From this post-war era date *Fame is the Spur*, *Brighton Rock*, *The Guinea Pig* and *Seven Days to Noon*. But it is only recently that the Boultings have really hit the jackpot with a series of, at times, barbed comedies, of which the best was *I'm All Right, Jack* with Peter Sellers as Shop Steward Kite.

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **H. C. TETT**

Mr. H. C. Tett is Chairman and Managing Director of Esso Petroleum Co., Ltd., which last month celebrated its 75th anniversary. Hugh Charles Tett was born in Exeter in 1906. At the University College of the South West, Exeter, where he read physics and mathematics, he was awarded the Kitchener Scholarship to the Royal College of Science, London University, where he gained his B.Sc. He was later awarded the Diploma of Imperial College for research work on combustion and tetra-ethyl lead. Mr. Tett joined Esso in 1928 as an assistant in the technical sales department, becoming Manager in 1935. In 1939 he transferred to the International Association (Petroleum Industry) Ltd., where he was engaged on the co-ordination of technical sales matters throughout Europe for the Esso organisation. During the war years he served as a member of the Technical Advisory Committee of the Petroleum Board, of the Aviation Supply Committee, and of the Inter-Services Co-ordination of Specifications Committee. He also joined Ministry of Aircraft Production Missions to the U.S. and in 1945 was commissioned as Lieutenant-Colonel for intelligence work on scientific targets. In 1947, when the Esso Development Company was formed to conduct the group's research and development in Europe, he was appointed Managing Director. Two years later he became General Sales Manager at Esso, then rose steadily until he assumed his present positions on January 1, 1959. Mr. Tett is a Fellow of the Institute of Petroleum, served for 16 years on its Council, and was Chairman of the Council in 1947. He is an Associate of the Royal College of Science and an Associate Member of the Institution of Mechanical Engineers. A member of the Research Council of the DSIR, he is also the Chairman of its Industrial Grants Committee. Married, Mr. Tett lives at Weybridge in Surrey. He has two daughters. His recreation is golf

BOOST FOR COTTON

by The Sphere Industrial Correspondent

How can one induce businessmen to invest more capital—their shareholders' money, not their own—in an industry that they know is on the decline, even if not investing is likely to make the decline more certain and faster? That blunt economic question has long been one of the problems facing any outside critic—from the Government, or unofficial—who during the last decade or more has offered well-meant advice to Britain's cotton industry. Another problem for such self-selected advisers has arisen more simply out of local patriotism: Lancashire does not take kindly to advice from anyone outside.

The official answer, more than once since the war, has been to offer to help with outside money. In the early post-war years, Sir Stafford Cripps offered subsidies for re-equipment in the spinning section of the industry, designed to encourage rationalisation into larger business units. Ten years later, the Conservative Government put through a somewhat more thoroughgoing "scrap and build" scheme, which paid millowners compensation for the old machinery they took out of business, and at the same time offered them subsidies for re-equipment with newer and more efficient plant. (Neither scheme was unprecedented in the industry; both could be paralleled during the somewhat harrowing history of Lancashire between the two world wars.)

Courtauld's dose of new capital

Large injections of private money from outside, however, have been much less frequent in the post-war history of Lancashire, and the decision of Imperial Chemical Industries and Courtaulds to put £10,000,000 at the disposal of English Sewing Cotton, to build up the combine that it plans to form with Tootal, is a rather exciting new departure for a somewhat dispirited cotton textile industry. This is not as large a sum as the Government has distributed and plans to distribute in its current reorganisation scheme (which is far from complete). But the £30,000,000 that general scheme will cost has been scattered around pretty widely, and much of it has gone, effectively, to pay mill-owners to retire from the business. The ICI-Courtaulds dose of new capital will be concentrated behind one major vertical combine in the industry, with the aim of gaining a stronger share of the business, and these giant financial backers will need a business return on their money.

There seem to be two main motives behind this backing for the ESC-Tootals merger. The first of which Mr. Paul Chambers made no secret during the bitter arguments a year ago over ICI's attempt to take over Courtaulds, is his belief that the British textile industries need reorganising on a stronger, efficient framework, and that ICI should be able to contribute some of the catalytic agents required to do this. The second, which perhaps accounts for turning ICI's interest in the direction of Lancashire, is that Britain's textile industries are more and more becoming man-made fibre processors. Cotton and wool determine the form of the processing techniques, and the nature of the eventual mixture cloths. At present these natural fibres account for the great bulk of the actual fibres used. But that balance seems likely to change over the years.

Man-made fibres, in Britain, come almost entirely from Courtaulds and ICI; Courtaulds alone ranks as the biggest producer in the world, because of its dominating interest in the rayon field. In the dispute of 1961-62 about merging their own interests, the issue of vertical integration came up, but rather farther back in the stages of fibre manufacture. Courtaulds did not believe that integration between the firm producing the basic polymer and that spinning the regenerated (rayon) or synthetic (e.g. nylon or Terylene) fibres was essential for efficiency. ICI wanted integration right from the basic chemical materials forward.

No such disagreement seems to cloud their joint interest in vertical integration from the spinning stage forward in Lancashire. Both of the concerns whose merger ICI and Courtaulds are backing are to some extent vertically integrated already; but English Sewing Cotton's interests are mainly in spinning, and Tootal's greatest strength perhaps lies in the later stages of the business—including distribution and marketing, under a well-established brand name that alone would single it out as somewhat unusual in Lancashire.

Money from ICI and Courtaulds for the merger itself, and for further investment in the group, plus broad hints that the two backers from outside might be prepared to find more capital to back other promising link-ups in Lancashire, implies long-run confidence in the British textile industries. The form this backing takes is at present a loan; but ICI and Courtaulds have rights to exchange this into ordinary shareholdings, later, at a significantly higher price.

Concentration has so often been argued as a partial solution to the difficulties of the cotton industry in the past that some mill-owners may remain sceptical of another bout of it. But gradually the trade, itself declining in total, is coming more and more into the hands of larger groups. Not many are yet big enough, perhaps, to gain the real economies of scale in management, or integrated sufficiently towards the market. But each fresh round of mergers increases the weight of the major competitors left.

A wave of mergers in this industry had been forecast for some months, and English Sewing Cotton's name had been one of the firms mentioned; but the ICI and Courtauld's backing was unexpected. Their interest has increased the rumours of more mergers to come; it has been suggested that other man-made fibres manufacturers in Britain may also need to come in with capital, in order to ensure effective outlets for their fibres. The whole market for man-made fibres has been growing, and continues to be extended by a steady encroachment into the realm of natural materials. But this total growth does not necessarily make room for all the expansion that particular manufacturers would like for their own new products; the range of fibres on offer in recent years has been growing even more than the total market.

Textile industries traditionally built on natural materials, and still using more of them than of any synthetic, remain the ultimate channel by which most of the new synthetic fibres have to reach the market. Whether as incomes grow the public can be impelled to spend as much as ever on clothing remains to be seen. During the post-war years, this expenditure did not rise as much as people's disposable incomes, mainly because of the huge switch into spending on durable consumer goods. But it could recover.

However much intensive marketing can swell the total volume, however, there is clearly going to be increasing competition in the clothing and textile industries, from home manufacturers and from imports. Lancashire continues to enjoy a degree of protection from cheaper imported goods from India, Pakistan and Hong Kong; it argues this protection is inadequate, though Commonwealth trade officials argue that it is unfairly high. But even if this continuing pressure from the industries of the developing countries can be held at roughly its present level, there will continue to be pressure for more efficient operation in Lancashire. And commercial financiers such as ICI and Courtaulds are going to need more results for their money than governments have had to be content with.

The modified VC-10 in the air—the fifth of these big airliners flies over the Vickers' airfield at Weybridge. It was in the air last week for the first time with the full series of modifications to the design aimed at curing drag problems discovered during early flight tests. It was not known last week whether the alterations would prove successful. (See also next page.)

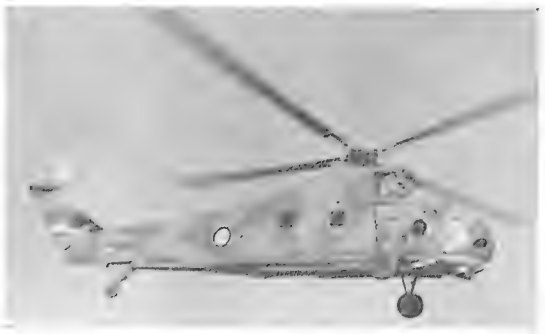
SHOWING THE FLAG AT LE BOURGET

280 Now that Farnborough is no longer an annual event, the Paris International Air Show at Le Bourget has assumed greater importance as a showcase of the wares of the British aircraft industry. Being held from June 6 to June 16, Le Bourget will see this year a highly significant selection of British aircraft. At the head of the list will probably be the Vickers VC-10 highly advanced long-range airliner, with its four engines mounted at the rear, and the de Havilland Trident medium-range airliner, with its three jet engines also at the rear. The VC-10, provided the drag problems discovered during testing are solved, will carry BOAC's banner for the next few years. It is planned that in the current decade BEA will convert entirely to Tridents for its European routes. Besides these aircraft, there will also be the Avro 748 and Handley Page Dart Herald turboprop airliners. The Dart Herald will probably be the one recently handed over, as the first of three, to the Swiss airline of Globe Air. (The photograph far right shows the ceremony with Mr. R. S. Sowter, Handley Page's sales manager (left), shaking hands with Dr. Moll, president of Globe Air.) Besides civil aircraft, there will also be on show the Lightning, Buccaneer and P.1127 strike aircraft, and guided weapons. And, by no means least, Westland Aircraft helicopters will be there in strength, demonstrating seven different machines in either civil or military roles. These are the Scout, a 5/6 turbine-powered machine to be seen in two roles; the Nimbus-powered Wasp, which in one of its versions is a torpedo-carrier for the Navy; the Whirlwind 3, civil VIP's transport; the military Whirlwind 10; and Wessex Mk.s 1 and 2.

Biggest of British airliners — the VC-10 lands after a test flight at Vickers' airfield at Weybridge

The Westland Scout is in service with the Army

The turbine-engined Westland Gnome Whirlwind



The twin-engined Wessex 11 in its RAF markings

Exercises with the Whirlwind 10. This turbine-powered helicopter is now operating with the RAF

Tri-jet de Havilland Trident will come into service with BEA probably by the end of this year

Trident production line at the Hatfield factory

Globe Air gets its first Dart Herald turboprop

MIDLANDS MATTERS

by The Sphere Midlands Correspondent

One of the chief industrial barometers is the machine tool industry, and in the Midlands it remains obstinately hovering around "variable," despite the national improvement in exports and in the national production index. Recent experience has suggested that, except for special projects, general engineering can expand output considerably before having to call on machine tool builders to any great degree.

In many factories plant and equipment put down to take advantage of previous expansionary Budgets—which later had to be de-gutted and stuffed with credit curbs—are mocking reminders of promises yet unfulfilled. Outside the vehicle and associated industries, which are continuing to respond handsomely to last November's reduction in purchase tax to 25 per cent. and also to the seasonal expansion in overseas markets, many manufacturers are finding it difficult to take up more than 70-75 per cent. of capacity. With some departments working below, or not far above, break-even points, profit margins are tight.

Therefore until there is a more general advance in production the machine tool builders in general are likely to see little change in their circumstances—a shortage of home orders but a continuing good level of exports. The home order book for the industry is down to not much more than £50,000,000 from the August, 1961, peak of £86,200,000—which today represents almost the total order book, including exports. Figures for January show that home orders were the highest since August of last year, but although they showed an improvement of 42 per cent. over December's figures, they were still at £4,800,000, 31 per cent. below the January, 1962, level. Deliveries from manufacturers for the home market were 11 per cent. below the January, 1962, level, and the outstanding order book for the home market was just short of £52,000,000.

On the export side orders, down 23 per cent. on the January, 1962, figure, showed the lower trend of the latter part of that year, but export deliveries were 22 per cent. up on the previous year, and the outstanding order book remained well filled at £32,000,000, which was 4 per cent. higher than the January, 1962, level.

Before the Budget the industry warned that unless there was an upturn shortly its competitive position would be jeopardised, as would its ability to maintain employment at the present level. Here in the Midlands the situation was not quite as tense as that, and one or two reports coming in of improved demands and of customers beginning to take early decisions about re-equipment may well prove to be harbingers of generally better times ahead towards the end of the year. While the industry has been castigated in a report for poor selling efforts and inadequate market research, the achievements and outlook of some of the Midlands machine tool builders absolve them from at least the more stringent criticisms. Companies like Alfred Herbert, Coventry Gauge and Tool, BSA Tools, Cincinnati, Charles Churchill, Wickman, and Jones and Shipman—a by no means exhaustive list—are leaders in particular fields.

The industry has had more than its fair share of critics recently. They now have a chance to play a more positive role by giving full consideration to the industry's own suggestions for levelling the peaks and valleys in home demand by enabling companies to put money aside in the fat years for buying machines in the lean ones. More stable conditions would give long-term planning a better chance of success, and much of the criticism of the industry would disappear.

Low price stockings

A new stocking machine that promises to help manufacturers in Hinckley, Leicester, Nottingham and other centres to counter low-price imports, particularly from Italy, has been developed by G. Stibbe and Co. Ltd., of Leicester. Now being tested at selected factories, it can make a tubular stocking of about 2,000 courses, with spliced heel patches, in about two minutes. A six-feed machine, it has a potential of 100 dozen pairs in two 48-hour double shifts, compared with 70-75 dozen pairs from a four-feed machine. It is claimed that more than 20 can be operated by one knitter if automatic devices are fitted.

Windowless Factory

Very few of the windowless, artificially lit and fully air-conditioned factories so common in the United States are to be seen in Britain. The contract for one at Lisburn, near Belfast, has just been awarded to Shepley Booth and Associates Ltd., of Wolverhampton. The £350,000 factory is for the Fafnir Bearing Co. Ltd., whose factories at Wolverhampton and Hednesford, Staffordshire, are conventional. The Lisburn factory will make special quality steel balls, mainly for export to the United States, and precision bearings for fractional horsepower motors and similar equipment where absence of noise is important. It will eventually employ 1,000.

A HEATED SKIN FOR AIRCRAFT

282 Ice collecting on the surface of an aircraft under special weather conditions could, if no precautions were taken, seriously impair efficiency and in rare cases cause an accident. Today various methods are used to prevent the ice forming. One of these is the Spraymat ice protection system which is fitted to the tailplane and fins of the 79 Bristol Britannia airliners in service with ten operators throughout the world. Manufactured by the Luton Division of D. Napier and Son Ltd., a member of the English Electric group of companies, Spraymat is also fitted to military and civil aircraft in six countries—Britain, France, Germany, Italy, the U.S. and Japan. It comprises a carefully designed pattern of sprayed metal heating elements embedded between two layers of insulating resin. Protection against erosion is provided by a specially developed anti-damage coating, and for supersonic aircraft there is a system of thin foil protection. The Spraymat system on the Britannias has achieved a life of 6,000 hours (which is equivalent to two years of aircraft operations). Subject to examination, the components can be re-certified for a further 6,000 hours.

Checking the uniformity of element resistance in the "spinner" of a Rolls-Royce Dart engine. **Right:** Carrying out the final sealing on the tailplane of a Gannet anti-submarine aircraft. **Below:** Lowering the tailplane of an Argosy freighter into water for final testing under full electrical load

INDUSTRY AND THE STOCK MARKET

UNIT TRUSTS FORGE AHEAD

by The Sphere City Correspondent

From last summer the small investor has been coming into the stock market again—through unit trusts. The value of funds invested through unit trusts last July was about £235,000,000: now it has passed the £285,000,000 mark. Some of this increase has been due to the rise in the prices of underlying securities, for the stock market has been going up by about 1 per cent. a month since last July. But the bulk of the growth in the amount invested in unit trusts has been due to fresh funds.

The fresh funds have been attracted partly by the burst of advertising by the unit trust management companies in recent months. The chief method used has been "block offer" advertising—which is virtually meaningless since units are being offered for sale all the time and not just during the period of the advertisement, but highly effective because for a relatively small sum it brings in a lot of business.

The net result has been a sharp rise in the number of unit trust holders, now around 860,000. They are partly large investors such as charitable funds, trustees, trades unions and pension funds (everyone has his specialist unit trust these days) but mainly individuals in the upper and middle income brackets. The cloth-cap investor is still something of a myth. The average holding in unit trusts is now £330.

The unit trust holder, like all investors, is only really concerned with share prices and the rise or fall in his capital. By and large, especially if he is a small saver who cannot afford to buy shares in an investment trust or is particularly anxious to have a wide spread, he will have done well with unit trusts over the past ten years. A recent survey by *Which?*, the magazine of the Consumers' Association, after some hefty statistical analysis came out with the obvious conclusion that general unit trusts (invested in ordinary industrial shares) had done as well as ordinary shares, while unit trusts invested in banks, insurance and investment trusts (which had an exceptionally good run during the late 1950s) had done better than general industrials.

The survey did not go on to point out that Bank-Insurance units, for example, one of the best performers in the late 1950s, have been among the worst over the last six months. This is because bank and particularly insurance shares happen to have been falling due to reassessment of their worth in the stock market. By contrast Metals and Minerals units, which were understandably rather under a cloud while world commodity prices were falling from 1960 to 1962, have recently come into their own with the sharp recovery in commodities. These trends underline the risks of investing in specialist unit trusts, for their managers have relatively little freedom of manoeuvre. So investors considering buying units in a specialist trust need to assess particular stock market and economic trends as carefully as if they were going to buy shares in companies in only one section of the market.

Obviously people who want income can go for unit trusts which specialise in offering high income (such as Income Units, Falcon, British Industries Flexible First, etc., which are currently yielding around 5 per cent.). But those who simply want to spread their savings across a wide range of ordinary shares in British companies should probably stick to the straightforward general unit trusts, such as Capital, M. & G., Shield, Unicorn, Orthodox, Reserves, and British Shareholders. These units are currently offering yields ranging from 3¼ per cent. to 4½ per cent. They all have sound records of capital appreciation in line with stock markets as a whole and over the past year have not been as vulnerable to swings as some specialist trusts.

But any study of unit trusts is bound to pay attention to the consistently excellent performance of Investment Trust Units in the Save and Prosper Group. The reason quite simply is that its holdings are spread across investment trusts and the job of an investment trust is itself to invest shrewdly. As a result, holders of Investment Trust Units have a double spread, and over the years they have outstripped all other unit trusts. Over the past ten years Investment Trust Units have risen by 500 per cent.; over the past three years (when markets as a whole have risen very little) Investment Trust Units have risen by 10 per cent., and they have been among the first few over the last six months. Because investment trusts have freedom to switch their holdings from equities to gilts or from one country to another, this is one specialist unit trust where guessing likely trends can safely be left to the experts. For the small investor who wants to back the stock market through a unit trust and for whom current income is unimportant, this is the one to go for. The units cost about 8s. 6d. and yield just under 3 per cent.

GOOD LIVING

by Ganymede

Like so many good things in life, important and interesting Wine Tastings happen in a spate, especially in this season of the year. Now is the time that growers, shippers and merchants want to show their wines of the last vintage, and those of earlier vintages, as they become ready to drink. The occurrence of so many tastings is no unhappy thing, but it does cause me some embarrassment.

Much as I would like to report on many of them in fullest detail, alas, even with good wine one cannot make a quart go into a pint pot; I have to ration myself to fit the space of this column. I am sorry to have to do this, but should any of my readers be interested in a particular wine in greater detail, I shall be pleased to answer their inquiries. It is also not always possible, for example, to give in every case retail prices of wines or a list of merchants where they can be bought. Such information, however, is always available.

The Friends of Wine gave their annual tasting exclusively to show "Cool Wine Cups for Summer Drinking," a very useful, at the same time lighthearted and gay, event. This is clearly a case when I cannot do justice to the many good recipes produced. Several of the drinks were designed with a hot summer's day in a lovely garden in mind. Of the ten cups, with such charming names as "Summer Holiday," "Barrier Reef," "Chérie," "Lunar Julep," and "Spice Island" among them, my own personal favourite was "Hock Sparkler." The cost of this, we were told, works out at 2s. per glass, and these are the ingredients for 35 glasses: 3 bottles Hock, 1 bottle Sparkling Hock, 1 liqueur glass Brandy, 3 liqueur glasses Orange Curaçao and 1 lb. melon cubes or other fresh fruit in season, also sugar to taste and crushed ice. Depending on the Hock used, the price can be a little higher, but the beauty of using a good wine will be that its qualities will not be lost, the bouquet will come through, and the result will be light and refreshing.

M. Marc Chapoutier is the head of an important wine-producing family in the Rhone Valley. Some years ago I visited his cellars in Tain, and clambered over the vineyards on the famous hill of Hermitage where he owns several plots, including the Chante Alouette, famous for its white wine. He also owns important vineyards in the other Rhone districts, on the Côte Rôtie, at Crozes Hermitage, Saint Joseph and Chateauneuf-du-Pape. On the occasion of M. Chapoutier's recent visit to London, his agents here, Messrs. August Hellmers, gave a tasting showing a selection of his latest wines and also some of the earlier ones.

Most interesting to compare were the three vintages of Crozes Hermitage: 1959, 1961 and 1962. This is a powerful, dry white wine which is at the same time delicate with a good nose, and all three were good years. Of the other whites the Chante Alouette is the most exquisite, and here again three vintages were shown, 1960 taking the place of 1959, to which the last two were definitely superior. The selection of red wines was greater and included a fine, mature 1957 Crozes Hermitage, Les Meysonnieres. I was greatly impressed by the 1959 Chateauneuf-du-Pape, now ready to drink, Grand Hermitage of the same year, and its successors, the very promising '61 and '62. La Bernardine is a superior Chateauneuf-du-Pape which, in the last two years, exceeded 14° Gay Lussac; both years made generous wines to show finesse with age to come.

The great Annual French Wine Tasting staged at the Café Royal by the Comité National des Vins de France, has developed into a truly representative demonstration of French viniculture. Lavishly presented, with the co-operation of French cheese-makers, not even the colourful national costumes of pretty girls and wine growers flown over for the occasion detracted from the glory of the wines of France.

The 12 examples of the best clarets—all 1955—were a delight to their lovers, from the mighty Chateau Latour, and the slightly gentler Lafite, down the scale through Rausan-Ségla, Montrose, Pontet-Canet and Palmer. Each showed an original personality to the extent of ageing at a different rate. The examples of White Bordeaux, Burgundies red and white (the latter mostly of 1959) were equally important and instructive, and so were those from the Loire, the Rhone and Alsace. But this was also the day for the lesser-known simpler wines of many regions.

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COURTENAY EDWARDS

THE "KILLER" OFFENCES

284 In less than two weeks British motorists will run the risk of more serious penalties than ever before, including automatic licence disqualification. Mr. Ernest Marples, Minister of Transport, has fixed May 29 as the starting date for the new penalty system provided for in the Road Traffic Act 1962. A motorist will automatically lose his licence for at least a year if convicted of either of what the Minister describes as the "killer" offences. There are six of these, including manslaughter, driving under the influence of drink and driving while disqualified. Magistrates will have the discretion to suspend a driver's licence on convictions of any of 20 "dangerous behaviour" offences ranging from dangerous driving and leaving a vehicle in a dangerous position to stealing a car or failing to stop after an accident.

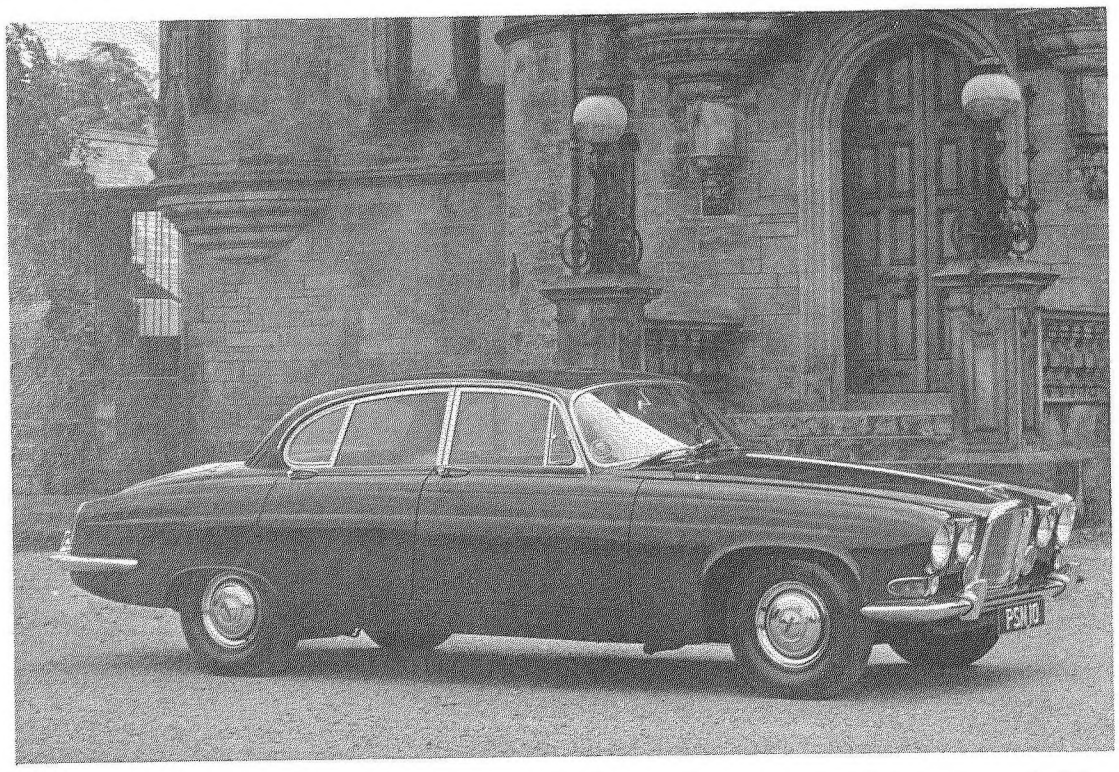
The feature of the new code which has aroused most hostility among certain sections of the motoring public is the so-called totting-up or "three in three years" principle. Under this a driver is automatically disqualified for at least six months if convicted three times in three years of any of the 26 "killer" and "dangerous behaviour" offences. If a motorist, after being convicted of—say—failing to stop at a halt sign and driving while disqualified, is then, within three years, found guilty of driving under the influence of drink, he would have his licence suspended for 18 months: 12 months on the third conviction, plus six months under the totting-up rule. Having the use of a car like the Jaguar Mk. 10, even for a week, is like taking a tonic. The biggest of the Jags is a car that positively asks to be taken on a long run over fast roads. Happily, I was able to use my test Jag to drive to Liverpool for the motor racing at Aintree. On M1 I found it difficult to keep the Jaguar's speed down to the steady 90 m.p.h. I considered prudent.

It was as quiet and effortless as a ballerina on ice and it is only when you go fast on winding undulating roads that the car's superb roadholding is fully appreciated. The independent suspension of the rear wheels makes a tremendous difference. You can throw the Mk. 10 about like a sports car with an ease that is remarkable in a big five-seat saloon weighing more than $1\frac{3}{4}$ tons. The 3·8-litre, six-cylinder engine gives a top speed of 120 m.p.h. I did just over 15 m.p.g.

I liked the Borg-Warner automatic transmission and made good use of the switch that holds middle gear. I was not quite so happy with the power-assisted steering. I could not "feel" the road to the same extent as with other Jags I have driven with this refinement. The automatic Mk. 10, richly upholstered in best quality hide, costs £2,157 including tax. There is no better value on the market.

There is an optimistic feeling in the British motor industry that 1963 may turn out to be a record year for car production, if not for exports. It has certainly made a good start, thanks largely to the reduction of purchase tax to 25 per cent. last November. In March, 155,118 cars were built (a weekly average of 31,023) compared with 121,872 in February and 105,213 in January. This brought the total for the first quarter to 382,203 (29,400 weekly average) compared with 327,407 (25,185) last year and 218,003 (16,769) in the corresponding period of 1961.

The car output in the first three months of 1960, the industry's record year, totalled 392,664—only 10,461 more than this year's figure. The big firms are working at full pressure and will probably continue doing so until July or August. During the winter months the industry will again be confronted with its seasonal, twin problems of over-production and stocking. As things stand many dealers simply haven't the cash or storage space to take all the cars the makers would like them to have. March was a record month for new car sales on the home market with a figure of 98,276 and there are hopes that in April the 100,000 mark was passed for the first time. Exports have been improving too. In the first quarter of this year 150,305 cars were sent abroad compared with 141,762 last year, 85,219 in 1961 and 185,117 in 1960, which was a record year for export sales as well as for production.



The Jaguar Mk. 10 is a big five-seat saloon, with effortless power and superb roadholding

Motorists will get much pleasure and profit from a new series of books published by National Benzole in conjunction with Chatto and Windus. They cost six shillings each and the first two have just been published. They are respectively entitled *Bridges* and *Follies* and were edited by Sir Hugh Casson, who says they were intended "to stimulate and satisfy the curiosity of the motorist and often to increase the pleasures of his journey."

The lavishly illustrated volume on bridges deals with 359 different examples and the chapter headings span transport history from the primitive (including Postbridge, Devonshire, and Tarr Steps, Somerset) to the present day (*Motorway Bridges* and *Modern Footbridges*). Special mention is made of the cantilever Medway bridge on M2 and of the footbridge in Coventry's shopping precincts. There is a lyrical touch about a reference to M6 between Birmingham and Preston. Here, says the author, there are "a variety of elegant and intriguing footbridges, some slender as gossamer."

The *Follies* book will add to the interest of many car trips. It gives details of many of those amusing architectural eccentricities which are to be found in the most unlikely places. "'Follyhood' has to be felt as well as seen," says Sir Hugh Casson. "We may describe them variously as shams, as edifices purporting to be what they are not, as whims, eccentricities, symptoms of insanity, symbols of ennui, works of art—and the truth still eludes us." Typical of the follies dealt with in this fascinating book are the tower on Surrey's Leith Hill, built to increase its height from 965 ft. to 1,000 and so qualify as a "mountain"; and Ilton "Stonehenge" at Masham, Yorkshire, a reproduction described as "the work of a subtle artist."

Briefly: When he went to Scotland to open the Rootes Group's new £25,000,000 factory at Linwood, near Glasgow, where the new Hillman Imps are being built, the Duke of Edinburgh tried out the new rear-engined car at high speed and was praised for his driving by Mr. Garth Vaughan, quality control manager at Linwood. . . . *The 1963 Year Book of the Logis de France* lists 1,800 hotels (with 32,000 bedrooms) vetted for quality and reasonable prices. The Federation des Logis de France was formed in 1949 to encourage the modernisation of local inns by lending money at a low interest rate. . . .

The two new road safety teams set up by the Ministry of Transport in Hampshire and Warwickshire "to study the local road accident patterns and consider remedial measures" will not in any way interfere with or supersede local road safety activities now in progress. . . . Best of luck to Stirling Moss, who has wisely decided not to resume motor racing. He says his judgment is not so good and his reactions less quick than before his serious racing crash at Goodwood a year ago.

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

ISLANDS. We cover several in our annual journeys—from Skye to Jersey. All have different attributes appealing to all kinds of holiday-makers from the solitary fisherman or bird watcher to the person who likes plenty of entertainment and jollity.

In this article I cannot hope to cover hotel recommendations on all the islands, but I will start with one that is almost on our doorstep—the Isle of Wight. When should we go there? The island is never wholly relaxing, and in the winter there are places entirely sheltered from the north and the east. The nicest times are spring and autumn.

Bembridge—*Royal Spithead Hotel.* Being essentially a family hotel—it is only open from Whitsun to the end of September each year—Charles Selwyn and his wife have never attempted to run the place on the lines of a luxury hotel, but have concentrated on good cooking and in developing a friendly atmosphere so that both parents and children can feel at their ease, in a way they could not in a more formal environment.

Sandown—*Royal Cliff Hotel.* "The hotel with the view" is the theme song of their brochure, and how true it is. Approached from the main Sandown-Shanklin road by a private drive, and thus undisturbed by traffic, a stroll on the front lawn with its 300-ft. cliff frontage reveals a magnificent stretch of beach and coastline.

All rooms are well proportioned and maintained (a maintenance man is continuously employed) and the resident owners, Mr. and Mrs. P. H. Carter, are justly proud of their high standards in decor, furnishings and catering.

In Shanklin, we can suggest two hotels. Firstly, *Shanklin Towers Hotel,* where the resident proprietors, Mrs. Walter Mitchell and her husband, live on the premises and run the hotel in a very personal way. Situated on high ground near the Repertory Theatre, sands, sea and shops are but a short stroll from the hotel. The ground floor looks on to three acres of garden, while from the upper windows views embrace the Channel and half the island. There is an enchanting view of the bay, too, from the garden.

Secondly, there is *Medehamstede Hotel,* which has been the very personal concern of Mr. and Mrs. C. G. Crawley for over 40 years. Expressly run as a family holiday hotel, it attracts a happy blending of youth and maturity. Its position is excellent, away from all traffic turmoil and but a minute's walk from Shanklin's new lift and that hydrangea-covered cliff face which is such a feature of this sun-blessed resort.

On the western side of the island at Totland Bay we have, again, two hotels I suggest to you. The Shafto family have owned *Hill House Hotel* for many years and it is still a popular seaside holiday hotel as well as having a special appeal for those who like a quiet, restful break in early and late season. The personal touch, the spirit of welcome and the country-house atmosphere are still much in evidence, while the attractive cocktail lounge, extensive menus and comprehensive wine list now draw an appreciative clientele of local residents and visitors.

Within 100 yards of the beach is a conveniently and quietly situated hotel—*Country Mead.* Surrounded by its own garden, we consider this hotel well suited for those who look for a congenial holiday with the camaraderie of a bar restricted to residents and those calling for meals. It is Mr. and Mrs. J. H. Leader's aim to run the hotel in traditional holiday style; giving good, honest food, comfort and cleanliness and a welcome to all.

Finally, on the Isle of Wight—having adhered to alphabetical order—comes Totnor, where Trust Houses have an excellent hotel in the shape of *The Royal.* The gardens here are colourful, the sea is in full view beyond and the hotel is run most comfortably and completely fitted and furnished.

Guernsey—the Green Isle—has a character all its own, particularly in the streets and buildings of St. Peter Port.

One of the leading hotels is *Old Government House,* occupying a dominant position overlooking harbour and sea. A 75-bedroom hotel, *Old Government House* can take pride in the fact that a large proportion of the bedrooms have private bathrooms and that all bedrooms are equipped not only with accessories of a modern age, but also with comfortable mattresses. Mr. R. Wood, who personally owns and directs the hotel, is always active, not only in the day-to-day activities, but also in the forward planning of the next improvement, so on each visit we always expect to see some additional improvement for OGH's appreciative clientele.

An excellent small hotel nearby is *La Fregate.* This is a gracious eighteenth-century house, facing due south, full of atmosphere, with terraced gardens, a quiet position and sweeping views over Sark, Herm and Jethou Islands, with St. Peter Port harbour below. The team of Mr. and Mrs. George Hawes, and chef de cuisine Karl Loderer, moved from La Sablonnerie, Sark, to this house in 1960 and have kept the atmosphere of the country house, with its beautiful winding staircase and antique furniture. In the new extension the decor and furnishings are, of course, more modern but all in perfect taste. The restaurant has a gay, colourful mountain-chalet atmosphere, with pine ceiling and local granite walls.

Standing high above the town, past the colourful Candie Gardens, is *La Collinette Hotel,* standing in a sheltered garden and owned and personally run by Squadron-Leader and Mrs. Peter Chambers. There are two comfortable lounges, one with television, a games-room in the garden, a laundry and a colourful cocktail bar. Many enjoyable evenings can be spent in the latter, with Squadron-Leader Chambers as a lively host. Children of all ages are most welcome. There are several family rooms and suites, with or without private bathrooms. All rooms are equipped with VHF radio, inter-com and baby-listening service.

On the southern side of the island, although only four miles from St. Peter Port, is the *Manor Hotel* at Petit Bot. It is a sure sign of success when an hotel keeps adding to its stature. Thus, from a tiny cottage, *The Manor* has grown into Guernsey's largest country-cum-seaside hotel. An extension provided another lounge, a residents' lounge bar, billiards room, public bar, powder-room and seven additional double bedrooms, three additional bathrooms and the requisite etceteras. In addition, all bedrooms are fitted with radio diffusion and there is a separate television-room.

BANTRY BAY, Co. Cork. BALLYLICKEY HOUSE
Luxury country hotel in parkland and ornamental gardens facing the sea. Own sea-trout fishing. Sailing. Private bathrooms. French chef. Write G. Graves.

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NR. LEWES (3 miles east). RINGMER HOTEL
Close South Downs. Just the place for walking, riding (car or horse) and Glyndebourne (1 mile). Food and wine of distinction. Charming well-appointed bedrooms. Tel.: Ringmer 348.

LYTHAM, Lancashire. CLIFTON ARMS
An hotel in the luxury class with private bathrooms, Grill room, Cocktail Bar, excellent cuisine and service. Sea-front position. Express train service. First-class golf. Tel.: 6245.

RAVENSCAR, Nr. Scarborough. RAVEN HALL
A self-contained, fully licensed holiday hotel. Terms from 45s. a day cover use of hotel swimming-pool, Golf, Putting, Tennis, Bowls, Billiards, Dancing (Orchestra), Cinema, TV. Tel.: Cloughton 233.

SALCOMBE, South Devon. TIDES REACH HOTEL
*** Rosette—on the crest of the wave for outstanding food and wine. Private baths and balconies. Safe bathing, boating, fishing. Adults only. Inclusive daily terms from 54/-. Tel.: 2888

SIDMOUTH, Devon. THE BELMONT
A first-class hotel with fine sea-front position and reputation for catering, elegant comfort and service. Many bedrooms with communicating bathrooms. Lift. Fully Licensed. Tel.: 1555.

SKELMORLIE, Ayrshire. MANOR PARK HOTEL
strikes the luxury note in bedroom comfort, cuisine and service. Superb Clyde outlook and attractive grounds. Tel.: Wemyss Bay 3232.

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